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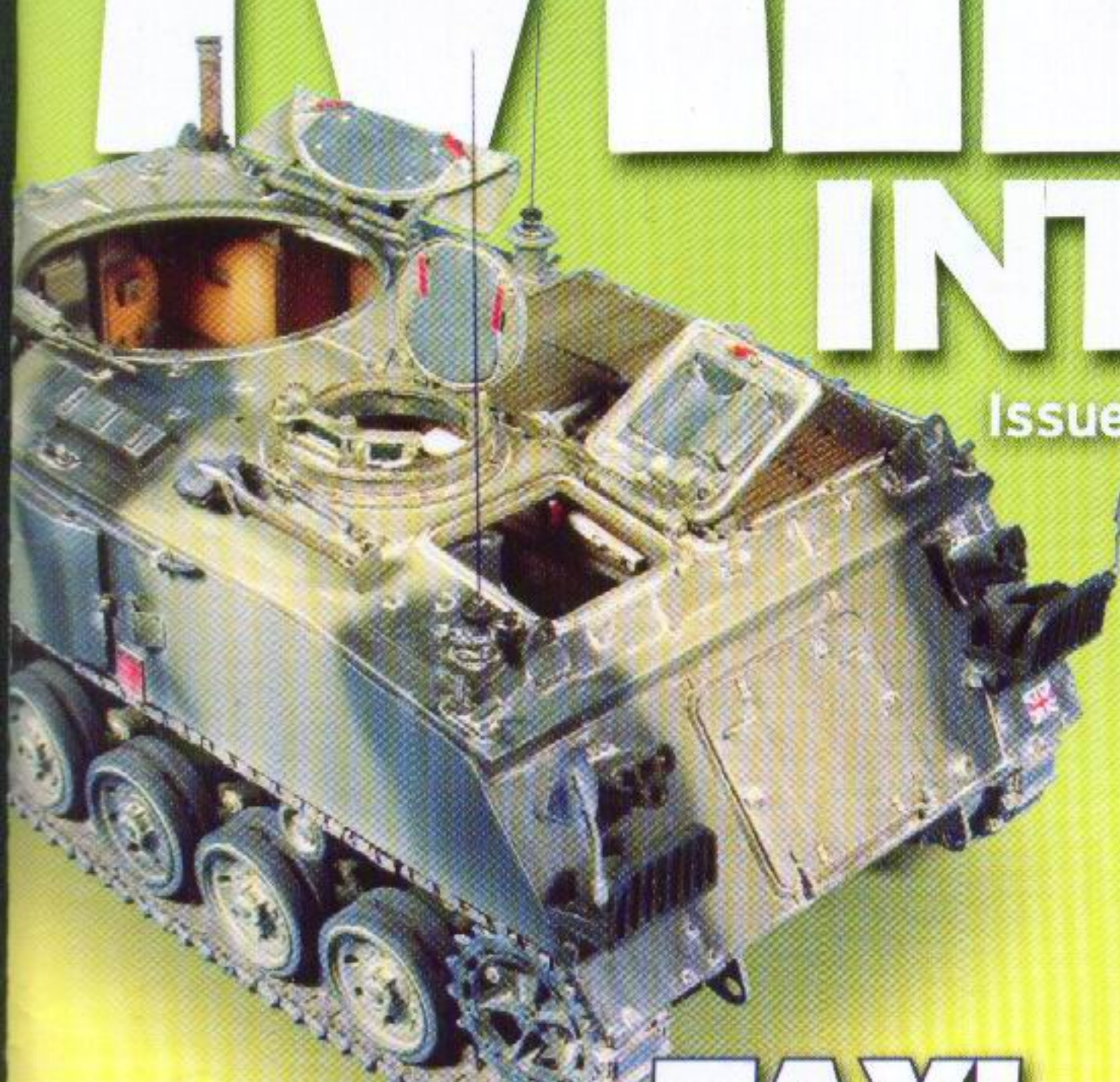
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Model MILITARY INTERNATIONAL

Issue 32 - December 2008



TROJAN'S TAXI

Cromwell Models'
FV432/2 Armoured
Personnel Carrier



BULLDOG

Full size reference
report on the British
Army's upgraded
FV432 Mk.3

FRASER'S TWIN NASHERS

Converting Bronco's Staghound Armoured Car

PREVIEWS: 1:6 KÜBELWAGEN ■ STUG III W/ ZIMMERIT ■ AND MORE...

December 2008 / £3.95 / Issue 32



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FIGHTING TALK!

A passion for precision

In the plastic kit industry, the competition is talented and driven. Yet no-one is more passionate than Academy. We are resolved to deliver the most articulated models that modern technology and dedicated artisans can produce. Where possible, we go to great lengths throughout the world to examine the prototype. We take hundreds of photographs, make precise measurements and acquire genuine blueprints. Only when our analysis of the original has been thorough, does the production process begin.

Technology fuels our passion

Our drive for perfection is supported by advanced technology, talented designers, experienced engineers and skilled Craftsmen. For them, creating a model is not merely a job. It's a passion, a quest for perfection. The critical step of developing parts uses the latest CAD (Computer Aided Design) techniques and 3-D modelling software programmes help create the final drawings. Academy's CAD-CAE/CAM process is carefully integrated into our product development cycle and so, coupled with our new CNC moulding machines, we can create any shape or wall thickness with error-free tolerances.

The sum of our parts

This combination of skilled specialists and sophisticated equipment allows us to economically impart realism previously unattainable in plastic model kits. From precise scale to exacting detail, we capture the essence of the original. To mimic life to the fullest, Academy generally provides extra parts in every kit, leading to more satisfaction for the keen modeller. Some tanks feature treads that are built one link at a time as well as amazing interior detailing. Uniforms are creased with care. Movable gun turrets add realism. Helicopters are packed with armament. Aircraft carriers have flight decks filled with scale aircraft.

Our mastery of the little things is legendary.

What does our extreme devotion to perfection mean to you? Academy raises authenticity to a plateau others can only hope to attain. This in turn allows you to elevate your hobby to the next level. Building an Academy model invites you to stretch your skills and master the art. Only with a perfect kit, can you be rewarded with a perfectly built model. Step up to Academy and feel our passion for precision.

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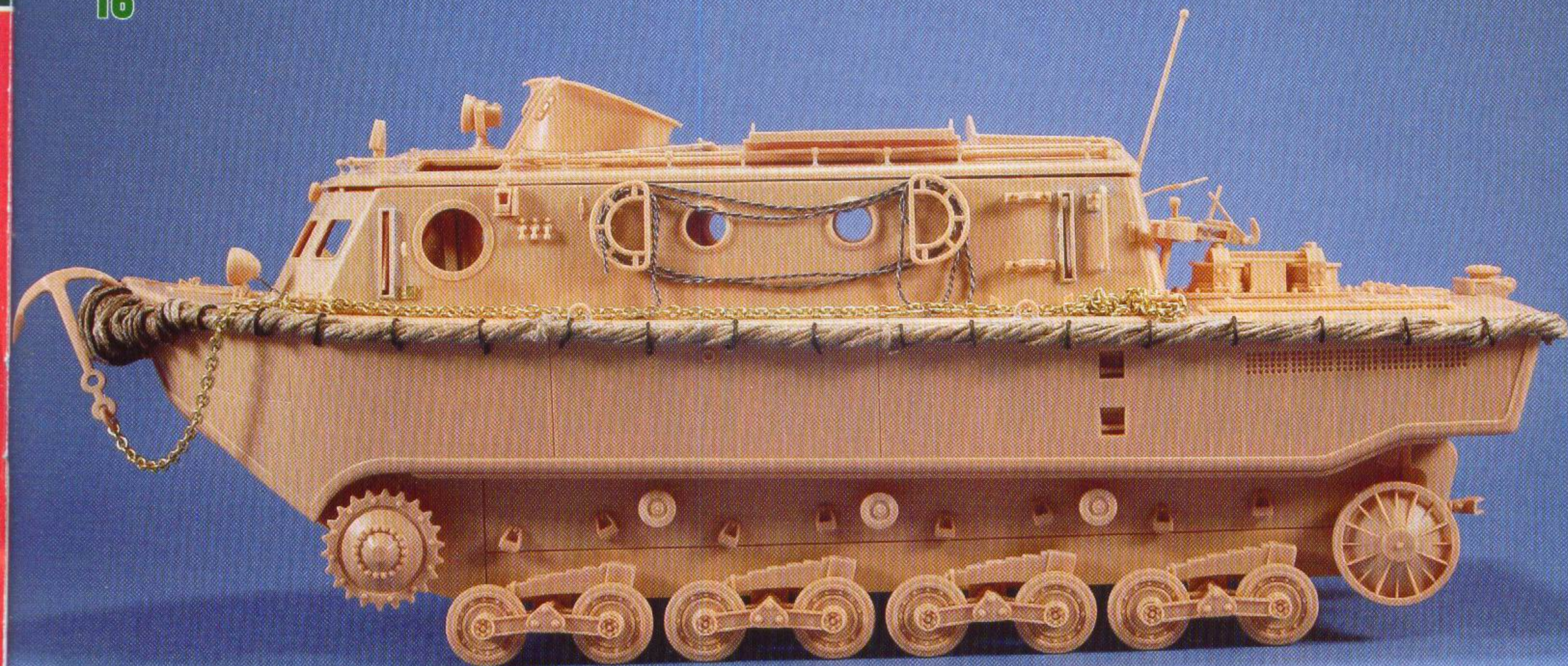
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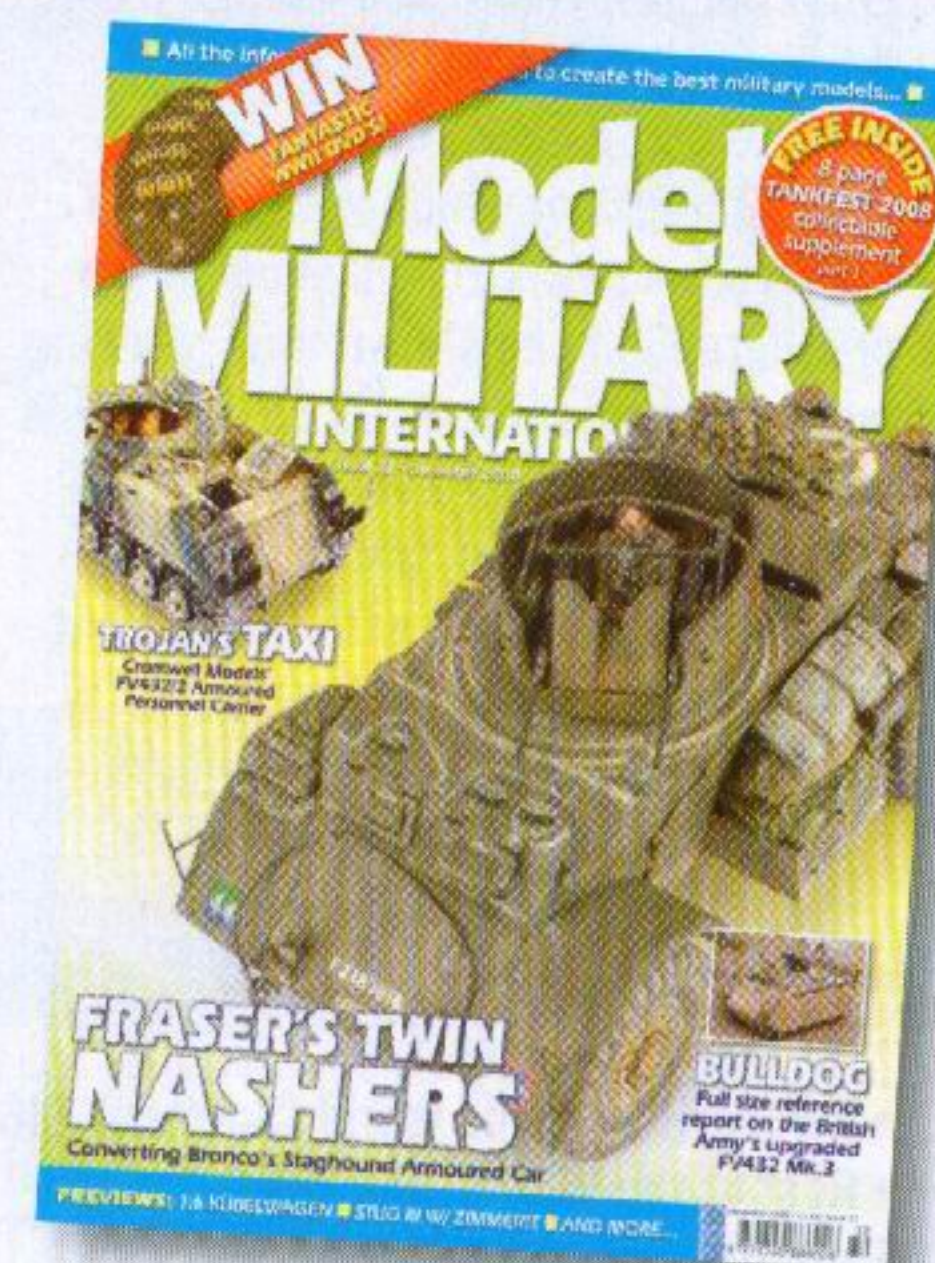
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Ralph Zwilling brings us a superb full size reference report on the British Army's upgraded FV430 Mk3, the Bulldog



FREE INSIDE

TANKFEST 2008 pt.1 - Andrew Willis reports on The Tank Museum's Annual Tankfest spectacular in the first of our two part special



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MIGHTY ANTAR

At the recent Euro Militaire show Accurate Armour were displaying some of their latest releases, including this mighty Antar Tank transporter Mk-2 (5th wheel) Tractor (K164) and Tasker 50Ton Semi-trailer (K169).

This really did look amazing and is a vehicle that's been long overdue as a model. The second release is the Chieftain MBT Dozer conversion, (C090)

(with decals included for the blade and Tank) the conversion is designed to fit all marks of Chieftain MBT (Basic Tamiya kit or AA converted). Future releases look just as exciting with a whole family of Stalwarts and a Saladin Armoured Car amongst others. For further details and prices please go to www.accurate-armour.com

- 1:35 ALVIS SALADIN Mk-2 FV603C Armoured Car
- 1:35 ALVIS STALWART Mk-2 ARTILLERY Limber FV623
- 1:35 ALVIS STALWART Mk-2 REME Fitters Vehicle FV624
- CHIEFTAIN MARKSMAN AA System
- 1:48 Bedford QL 4x4 950 Gallon AVTUR (Late) Refueller with booms (RAF)
- 1:35 Bedford QL 4x4 950 Gallon Refueller (Early pattern RAF)



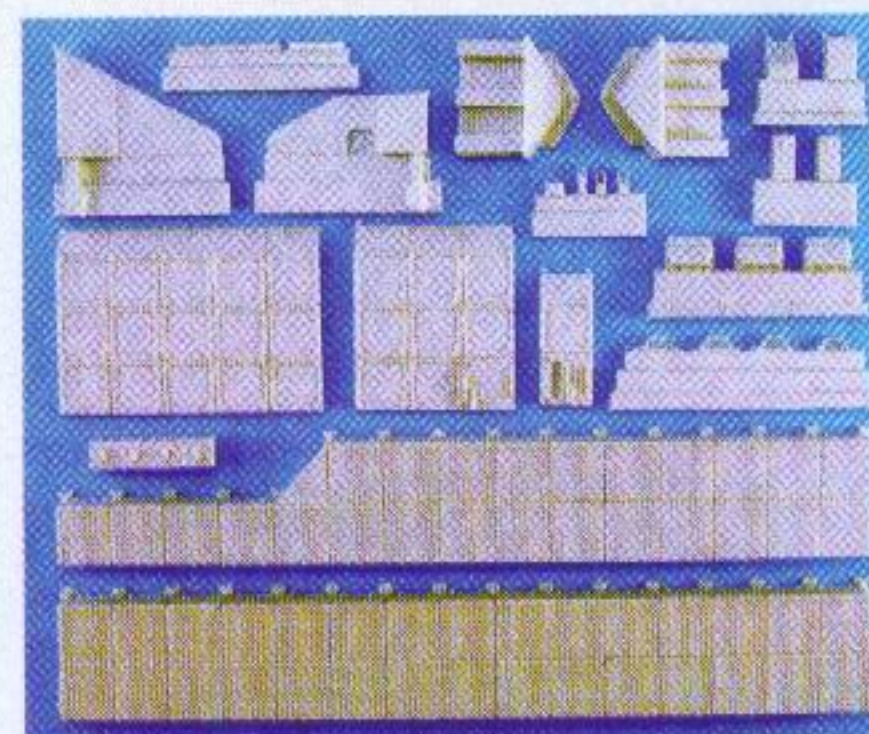
MAFVA NEWS

The Miniature Armoured Fighting Vehicle Association are making changes to the World famous Tankette magazine. From the new year it will change from the familiar half foolscap booklet to the larger A4 format appearing with 20 pages of which will be in full colour. This new size will allow larger photographs to be shown thus allowing more detail of subjects to be seen. This will also enable more vehicle plans in 1:35 to be published, which has not always been possible with the current half foolscap format.

To necessitate these improvements an increase in subscriptions will be required. New rates will be introduced next year as follows:

- UK and HM Forces £14
- Europe/Rest of the World (Surface) £16
- Rest of the World (Air) £18

For more info on MAFVA go to www.mafva.net



LEGENDS REACT

If all that Bar and Slat armour fitted to British armour and the US Strykers currently operating in Iraq scares you from modelling any of these, then fear not as Legend Productions have just released this comprehensive Explosive Reactive Armour set for the M2 Bradley, this offers fans of modern armour the chance to build the latest vehicles without all the extra work with brass rod and etch.

Item No. LF1168 M2 Bradley ERA set.
Available in the UK from Friendship Models.

MONROE PERDU STUDIOS

News just in from Mike Bishop at Monroe Perdu is the announcement of this lovely little waterwheel vignette base, which will be perfect for displaying both figures or a small vehicle such as a Jeep or Kubelwagen. Superbly detailed and expertly produced in resin and laser cut card, this will be another great addition to their superb range. For further info please go to www.monroeperdu.com



PLUSMODEL

Plus model have really made a name for themselves not only producing excellent 1:35 multi media kits and conversions, but also loads of imaginative accessories and diorama detailing products, and here are the latest:

- PM35086 SPA L-39 COLONIALE
- PM35089 BASS AND CLOTHES PEG
- PM35090 U.S. SNIPERS - JACKAL GHILLIE SUIT
- PM35298 U.S. A-A MACHINE GUN .50 CALIBRE
- PM35319 TRENCH WOODEN FACING
- PM4041 REINDEER TEAM WITH BOMB

The Plus Model range is distributed in the UK by Creative Models and available from Hannants or direct from www.plusmodel.cz

GREAT NORTH ROADS

The makers of the really cool range of plaster cast dioramas, buildings and bases have moved premises and it's business as usual from their new address at:

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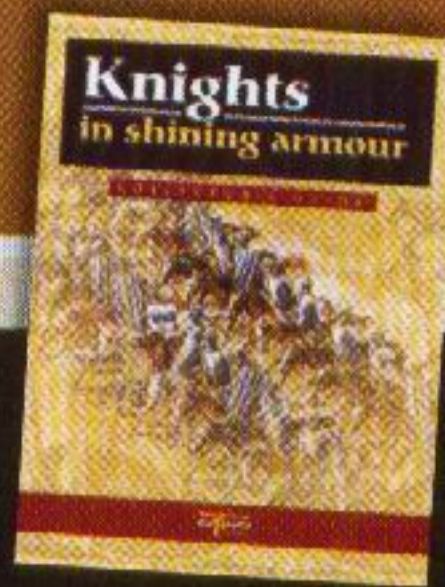


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- Timurid Tarkhan, c.1400
- Bertrand du Guesclin, c.1370
- Don Alvaro de Luna, 1445
- Sir William Marshal, 1200
- El Cid and The Reconquista, 1098
- Sir John Cheyney, Bowsword, 1485
- Bishop Hermann of Tartu, 1242
- Armoured Mongol Warrior, c.1300
- Man-at-arms, Battle of Towton, 1461
- Burgundian Man-at-arms, 1470
- Knight of Kalisz. Tannenberg 1410
- Knight of the Papal States
- Prince Edward at Lewes, 1264
- German Knight c.1250
- The Sire de Coucy, c.1350
- Sassanian Clibanarius, 7th Century
- Teutonic Knight of Konigsberg, 1410
- Sicilian Knight, c.1280
- German Minnersanger, c.1320



Prince Edward
at Lewes, 1264



Don Alvaro
de Luna 1445



Sir John Codrington
standard bearer to Henry V,
Agincourt, 1415



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warrior,
c. 1300



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da Fogliano,
c. 1330



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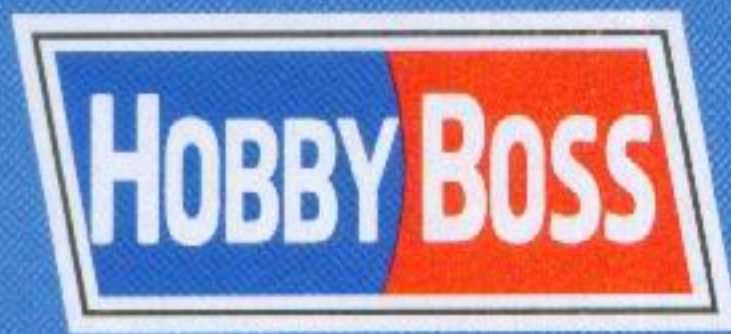
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plus model



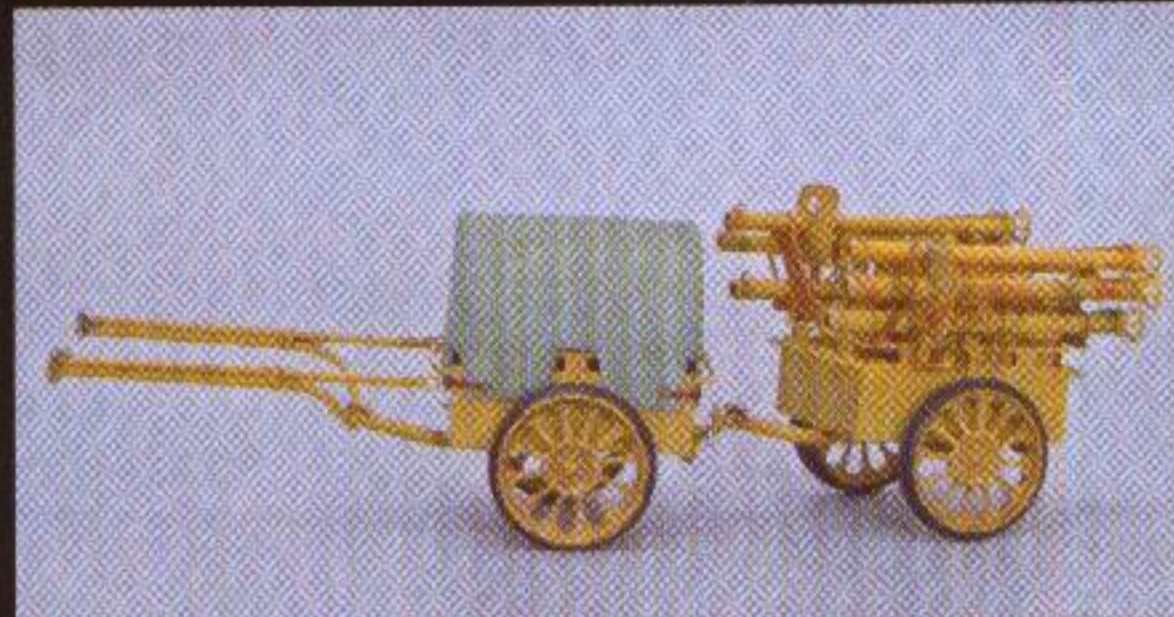
PLU086
1:35 SPA L39 Coloniale



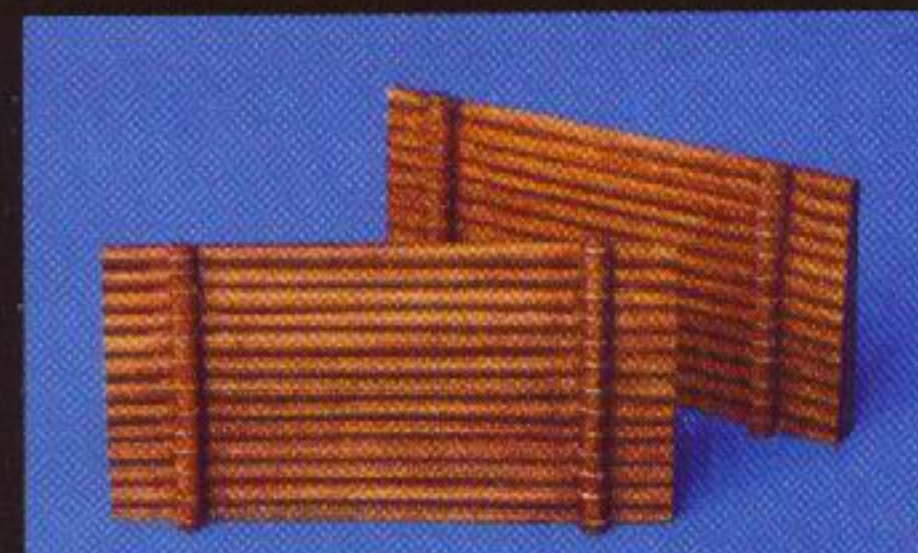
PLU089
1:35 Bass and Hat Stand



PLU090
1:35 U.S. Snipers



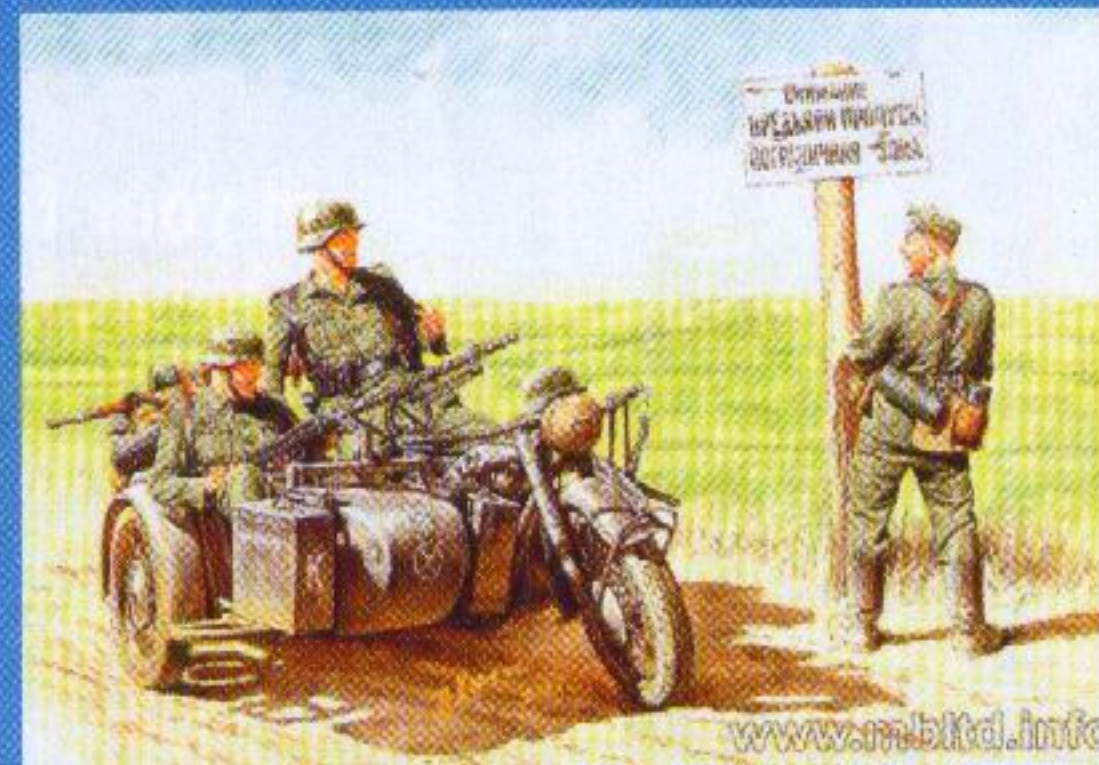
PLU265
1:35 German Ammunition Cart If.8



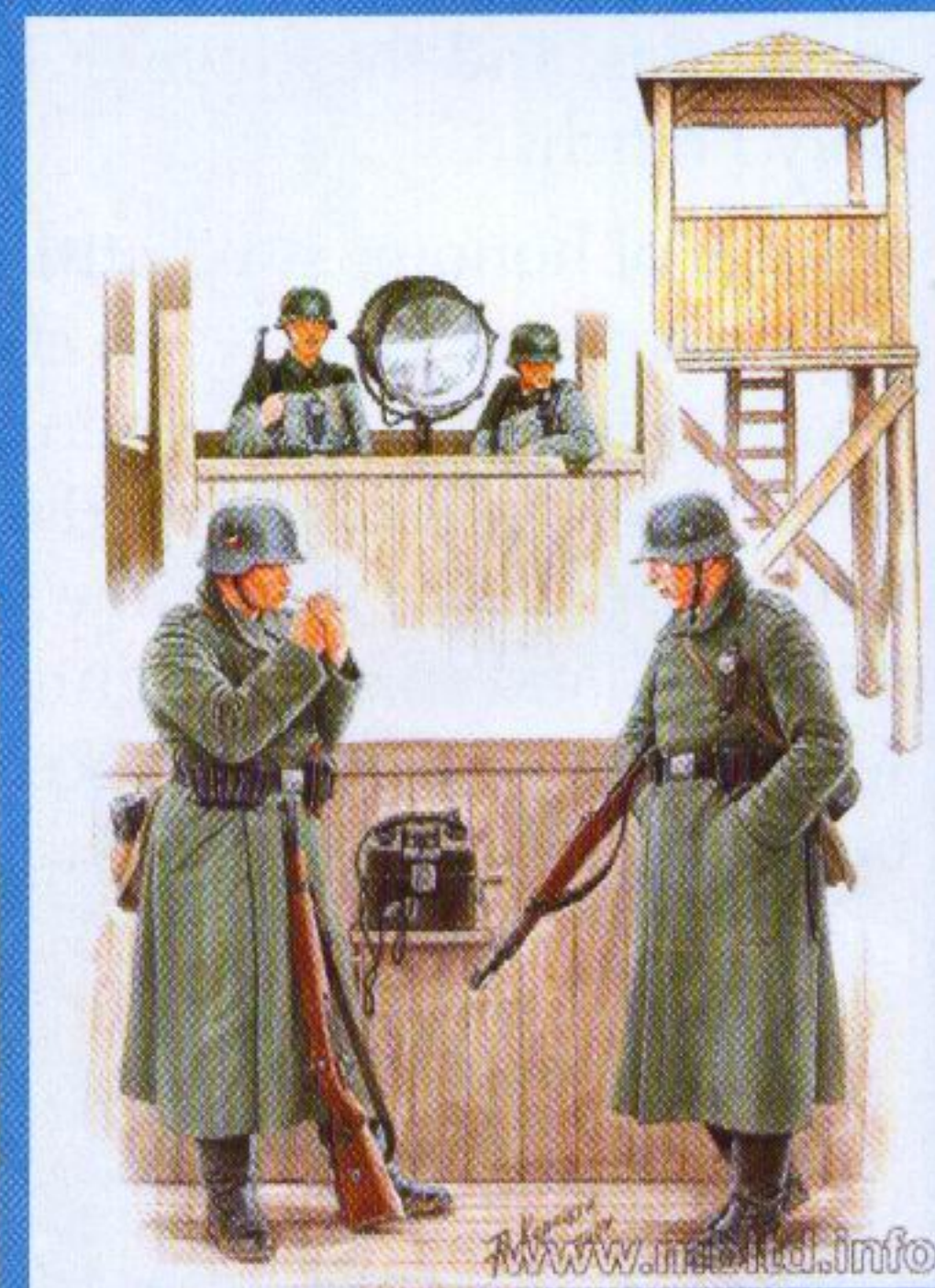
PLU314
1:35 Timbering of Trenches



PLU4041
1:48 Reindeer Team with German Bomb



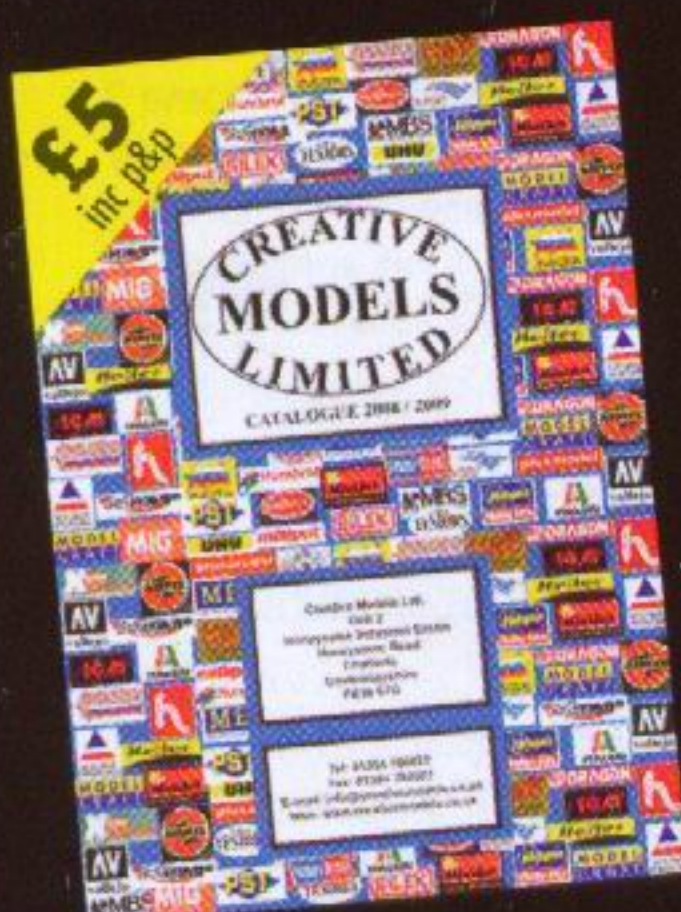
MAS3539
1:35 German Motorcyclists 1940-43



MAS3545
1:35 Watch Tower

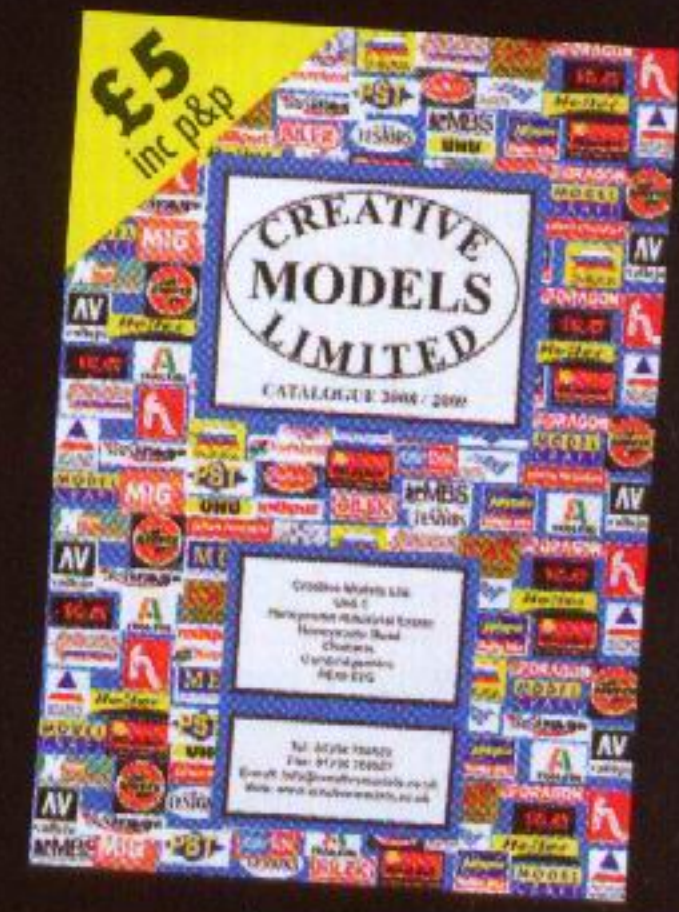


MAS3541
1:35 Casualty Evacuation
German Infantry 1942



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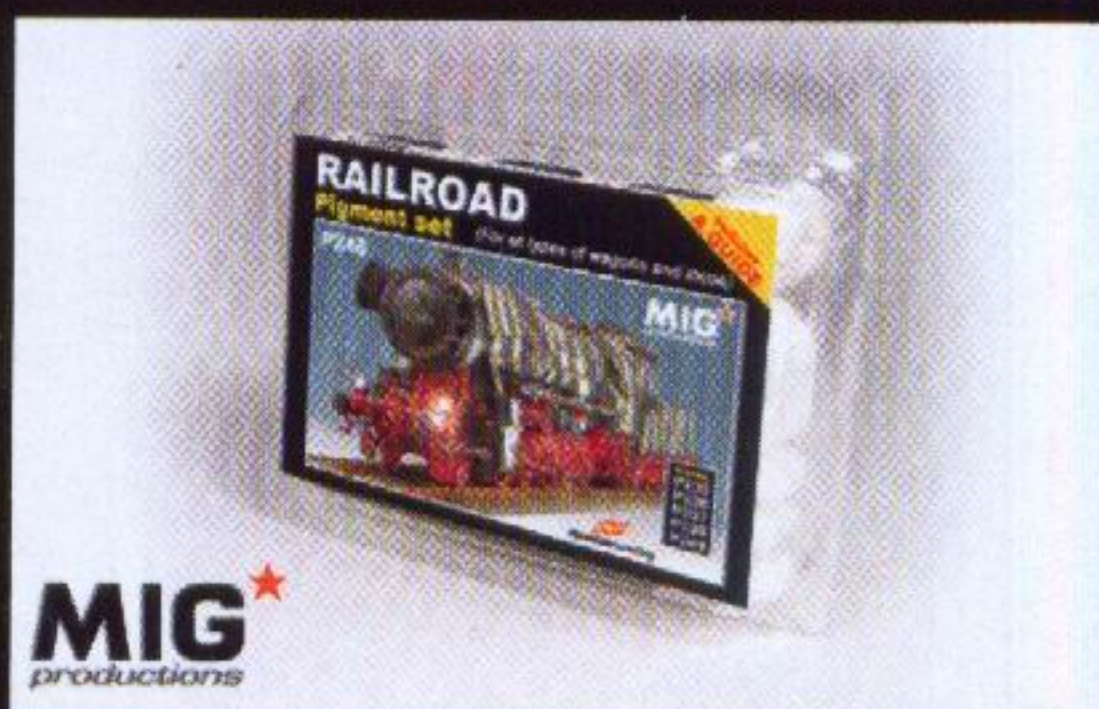
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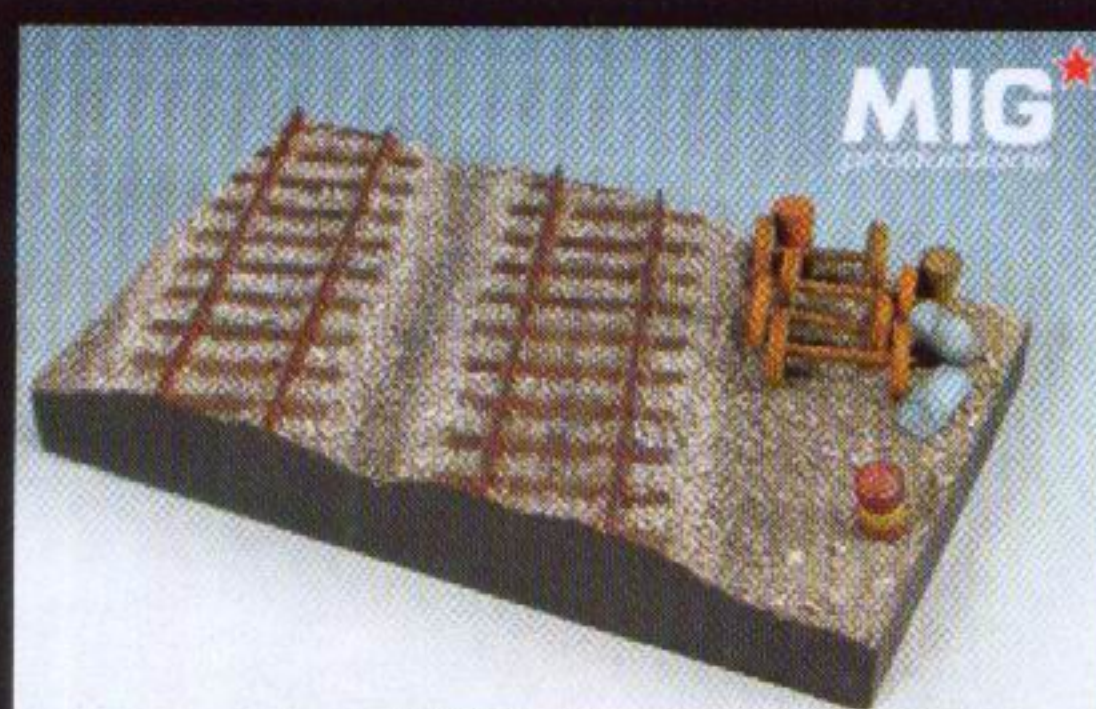
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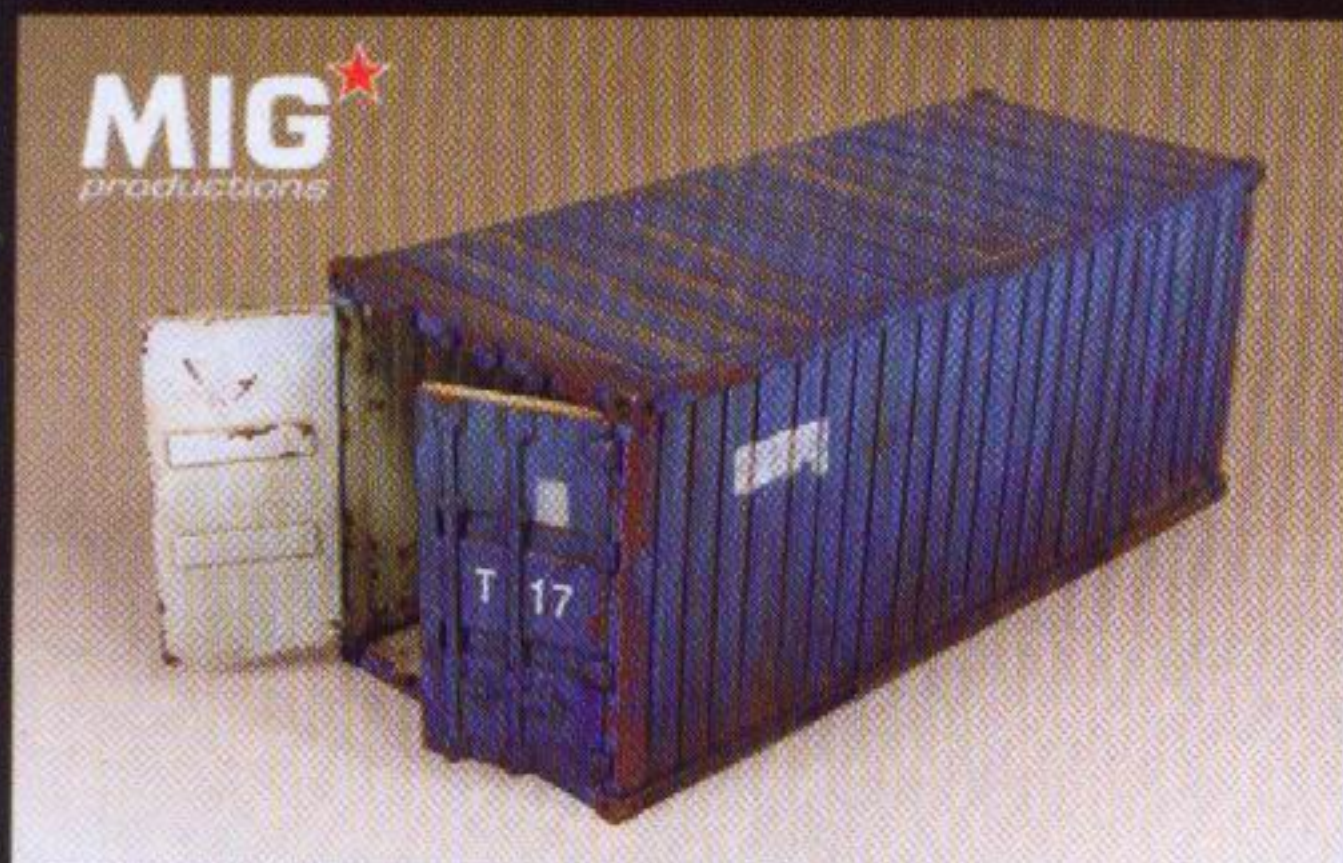
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1:72 MiG-25 PD Soviet Heavy Interceptor



ICM72221
1:72 Su-27 Russian Fighter



ICM72231
1:72 He70F-2 Spanish Air Force Recon Plane



ICM72461
1:72 Krupp LZH143 Kfz.69 with Pak 36



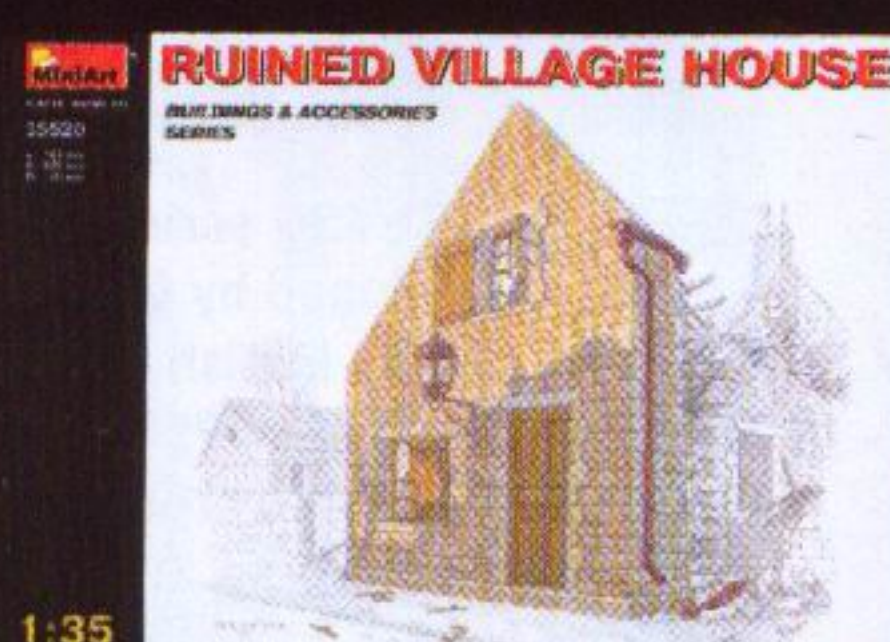
MIN35048
1:35 Soviet Command Car with Crew



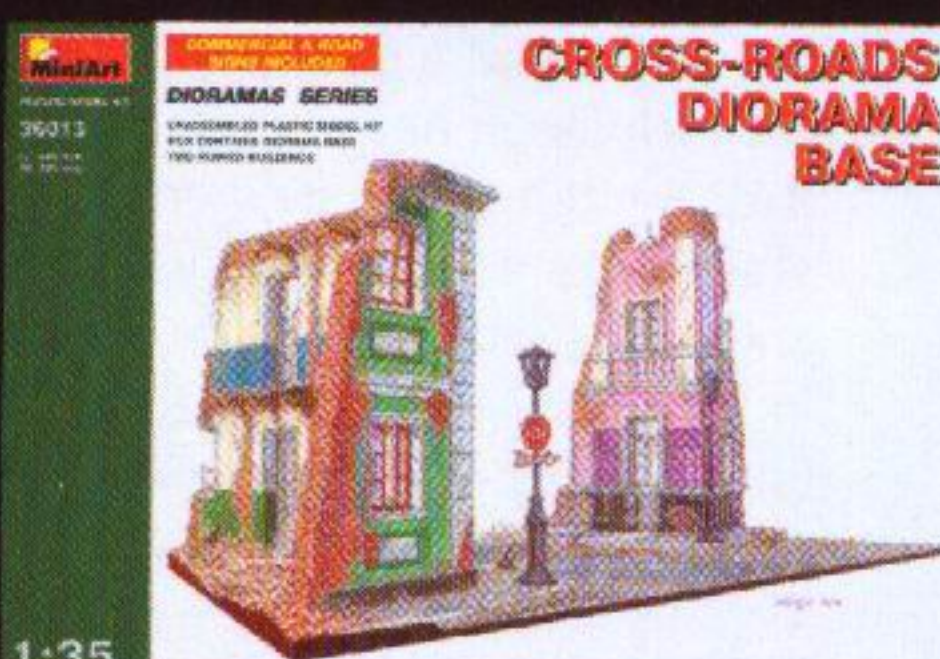
MIN35049
1:35 Soviet Jeep Crew



MIN35069
1:35 British Armoured Car Crew



MIN35520
1:35 Ruined Village House



MIN36013
1:35 Cross-Roads Diorama Base



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1:35 Village Diorama Base

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Nick Shuttleworth builds
Cromwell Models' FV432/2
Armoured Personnel Carrier.

TROJAN'S TAXI

The FV430 series was developed by GKN Sankey for the British Army during the 1950s and 60s with the aim of producing a family of Armoured Fighting Vehicles from a common chassis and powertrain. Alongside the FV432 in the FV430 series, GKN also developed a host of specialist vehicles including engineers, communications and radar variants mortar carriers and a self-propelled gun, in total some 3,000 of all types were produced. The FV432, or Trojan as it is often known, was designed to be the Armoured Personnel Carrier variant of the FV430 series. The FV432 went into service with the British Army in the 1960s and during the 1980s around 2,500 of these were still in use. The British Army used hundreds of FV432s during Operation Desert Storm, and many Trojans also saw service in Bosnia,

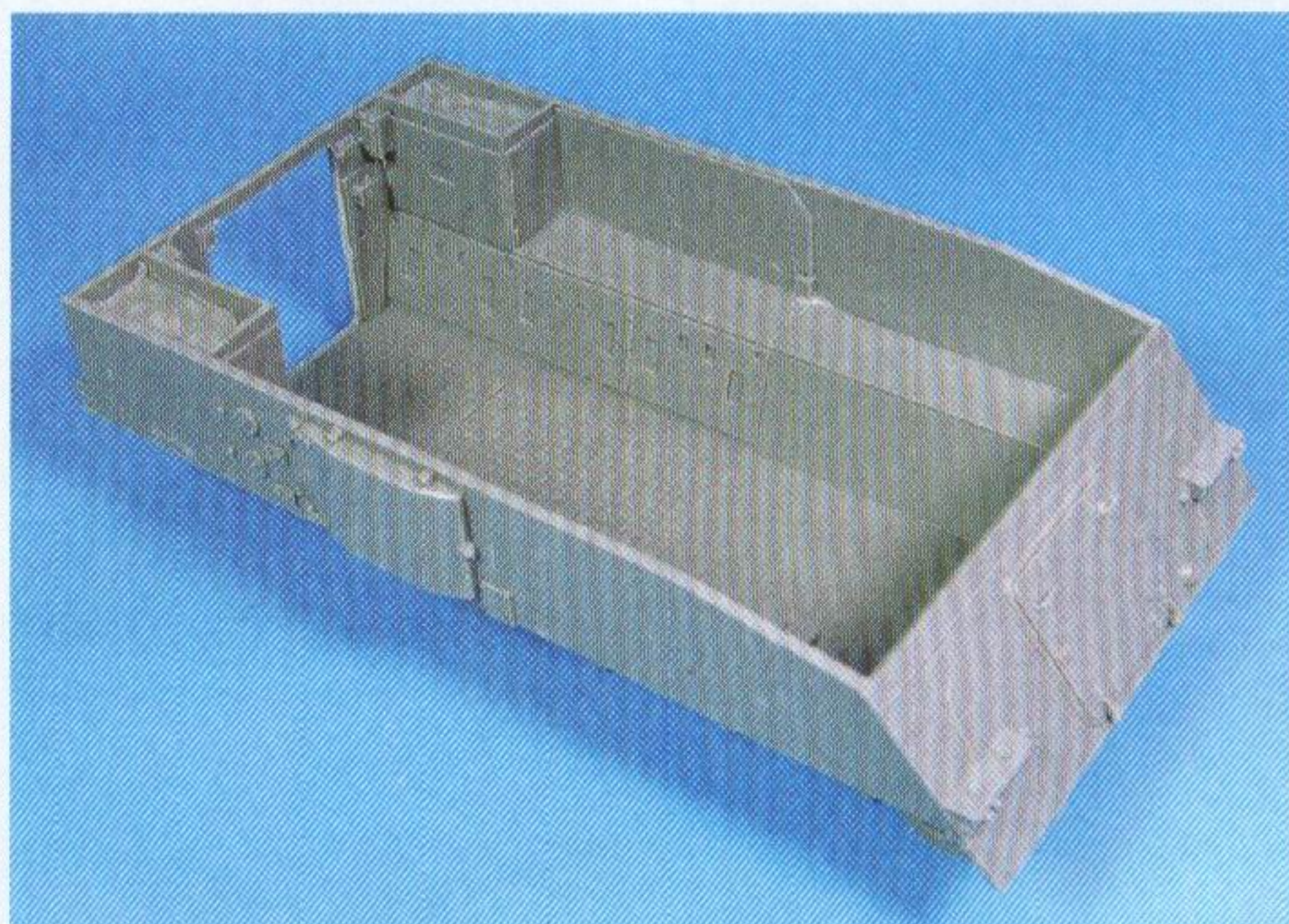
Kosovo and during Operation Telic (second Gulf War). With the introduction of more modern vehicles such as the Warrior, the role of the FV432 has switched mostly to specialised and support roles so the number of vehicles in use has declined. However the British Army currently still has in the region of 1,500 FV432s in service and a quantity have recently been heavily upgraded by BAE Systems with new engines, steering units, braking systems and improved armour for use in Iraq and Afghanistan, these upgraded FV430s are referred to as 'Bulldogs', (see page 52).

TINY TROJANS

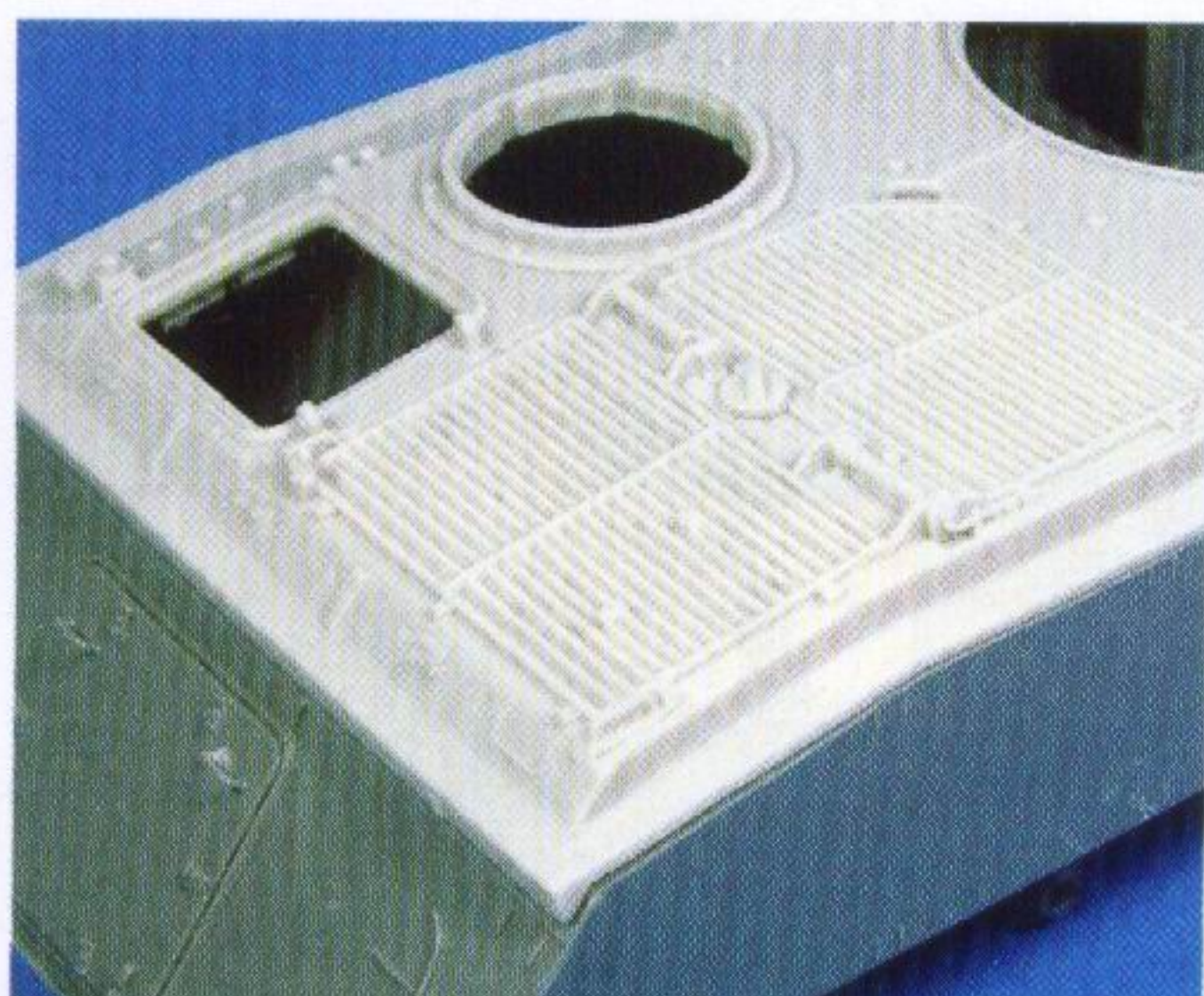
Although multi-media kits of the FV432 have been available for some time, there has never been a mainstream injection moulded kit of the FV432 available. In some ways I'm often put off building

multi-media low volume kits due to the amount of cleaning up that is needed and the fit problems that sometimes occur. The Cromwell D-Range FV432 was announced

at roughly the same time as the Cromwell Ferrets and having seen the incredible standard of these kits I knew I was more than in for a treat with their FV432.



The hull displays wonderful, crisp surface detail on both the interior and exterior of the casting.



The detail on the hull roof is excellent, with the engine bay door handles cast hollow so there's no need to replace with copper wire.



The interior construction is broken down into several large assemblies, but with no loss of detail. Parts such as the seats and NBC pack were left off to be fitted after the interior had been painted.



The driver's seat with steering controls and pedals. The parts needed minimal cleaning up and have fantastic detail and in total only 6 parts make up this complex looking assembly.

LETS GET STARTED

One of the main features of the Cromwell D-Range is that the kits are designed to minimise assembly and it became evident from a quick look at the parts, this had been achieved with hardly any loss of detail. The hull tub has many of the external and internal components moulded in place but with incredibly sharp detail, even the electrical contacts for the rear door lamps are provided in the rear door aperture. The inner surfaces of the hull tub also feature the detail for the large insulation panels that seem to adorn every interior surface within a FV432. The hull roof has the same design, with even the grab handles for the engine deck being cast hollow. The larger parts did need a little cleaning up with a sharp knife to remove some flash and a razor saw for the casting plug from the hull tub.

INTERIOR DETAILING

With the main components prepared I began to assemble the interior. With the exception of the engine bay, a full interior is provided with the kit. My plan was to fit the larger interior components in place first, then paint and weather the bare interior before fitting the seats, radio, instrument panel and driver's controls. I started by doing a dry run to get the positioning correct for the transmission housing, followed by the engine bay bulkheads that fit around the driver's tunnel. The driver's switch pack that fits at the front of the hull is well replicated and the kit captures the feel of the real vehicle well. I then added the electrical components and battery box to the driver's compartment and added some electrical harnesses from lead wire. As with the real vehicle the driver's seat in the kit is mounted on a frame that fits above the floor within the hull

and the kit gives the option of the seat in either a raised or locked down position. The steering levers are mounted to the frame and it's hard to believe from looking at the overall assembly that it consists of just 6 parts.

INTERIOR PAINTING AND WEATHERING

Most post war British AFVs have interiors finished in high temperature aluminium paint and FV432s have this with either dark yellow or a NATO green interior insulation cladding. I decided to run

with the dark yellow scheme for a contrast with the vehicle exterior, so began by priming the interior with grey primer before spraying on a coat of Tamiya Flat Aluminium (XF-16), followed by a blue filter coat from the SIN Industries set. I then painted in the base colour of the insulation by hand using Lifecolor Middle Stone (UA225) to avoid the complicated masking needed for the cladding shapes. I then sprayed on lighter and darker hues of Lifecolor acrylics to make the cladding look worn, before

adding shadows and streaks using a thinned mix of Tamiya NATO Black (XF-69) and Flat Brown (XF-10). At this point I gave the cladding a filter coat of Dark Brown from the SIN Industries set. I then gave the interior a pin wash using Raw Umber oil paint to pick out the fine detail, before painting in the smaller details. The NBC pack was painted white, before chips were added using Vallejo German Camouflage Brown and small rust streaks from oil paint. Once dry this was fitted within the interior. ▶



The completed interior with the driver's compartment fitted. The parts were fixed in place using Humbrol Clearfix. The interior was painted and weathered using a combination of Tamiya and Lifecolor acrylics, SIN Industries Filters, Oil Paints and CMK Stardust Pigments. After some deliberation I left the interior empty, even though I was really tempted to add bedrolls, helmets and other crew gear.



The construction of the suspension and running gear was straightforward, with just a little care being needed to position the parts correctly. Despite initially looking a little daunting, the tracks were easy to clean up, assemble and fit. Track sag was kept to a minimum.



The rear door is nicely detailed complete with first aid kit and boiling vessels. The large stowage boxes at the rear of the APC are well reproduced, along with the detail on the exterior of the rear door such as fire extinguishers and number plate lamps.

▶ The seats were painted with Vallejo German Grey before receiving a pigment wash to dirty them up a little. The driver's seat assembly was then fitted in place, along with the commander and crew seats.

TRACKS AND SUSPENSION

The running gear is broken down with the sprocket wheels provided as two-piece parts and the road and idler wheels are provided as two-pieces with the suspension arms integral with the inner road wheels. The leading and trailing wheel assemblies have the dampers also cast in place, and the bump stops and return roller mounts are provided separately to the hull. The wheel rims needed some cleaning up, but no more than that required on some plastic kits. Once prepared the parts were easy to fit to the lower hull sides, with just a little care needed to make sure they were positioned correctly and evenly.

With the wheels in place I was then ready to fit the tracks. The kit tracks are provided as 'link and

length' and have good detail, with even the bolt for the track pad being visible on the inner face of the links. The track runs are cast with one side of the track being moulded to the sprue. However, with a little care it's possible to select the tracks for each side of the model so that this face of the track is hidden on the inside run. The track runs needed a little cleaning up with the edge of a Scotchbrite pad, before being joined into lengths for the top and bottom runs of the track. Like all tracked vehicles, the track on the FV432 has to be correctly tensioned using the ram on the idler wheel mount otherwise the vehicle will throw a track. The sag apparent on real FV432s is relatively small, so I didn't find a need to heat the tracks to add the sag and kept the upper run pretty much straight. The individual links fitted nicely around the sprocket and idler wheels, and despite some apprehension I found the tracks assembled pretty quickly and without much fuss.

FINISHING OFF

I then continued the build, adding the rear hull details such as the two big stowage boxes and rear door assembly with its fire extinguishers and boiling vessels for making much needed brews! I completed the build by adding the exhaust assembly, crew hatches, antenna mounts, lamp guards and tools.

PAINTING

With the exception of a quantity of vehicles that were sold to India, the main user of the '432' was only the British Army. However, this doesn't really limit the potential for different camouflage schemes as in the 40 years it's been in service the FV432 has worn Bronze Green, BATUS, Berlin Brigade and Gulf War Light Stone schemes in addition to the usual IR Green/Black camouflage. I already had a particular example in mind, that example being O2 EE 49 'Salamanca' owned by my friend Ian Clayton, owner of Tank Mania, so the vehicle was finished in the IR Green/Black scheme.

I started by masking off all the open hatches on the model using tape and Humbrol Maskol, before applying a coat of aerosol grey primer. With the primer dry I gave the model a coat of Tamiya Field Grey (XF-65), before adding different shades of this colour using Lifecolor Field Grey (XF-65) mixed with Lifecolor Italian Sand and White (XF-2). Once I was happy with the green base colour, I added the black camouflage pattern using Tamiya NATO Black, which I sprayed on freehand. As with the green I applied different shades of this colour to the model to break up the finish and indicate some shadows and bleaching. Other than the Operation Telic FV432s, which seem to exhibit a fair amount of weathering, most FV432s based in either the UK or BAOR were well looked after with the vehicles being inspected, repaired and the CES (Complete Equipment Schedule) checked after each set of manoeuvres. With this in mind I kept the wear effects on the paint subtle and avoided large chips and rust streaks.



The base colours and camouflage pattern were airbrushed on freehand using Tamiya and Vallejo Acrylics.



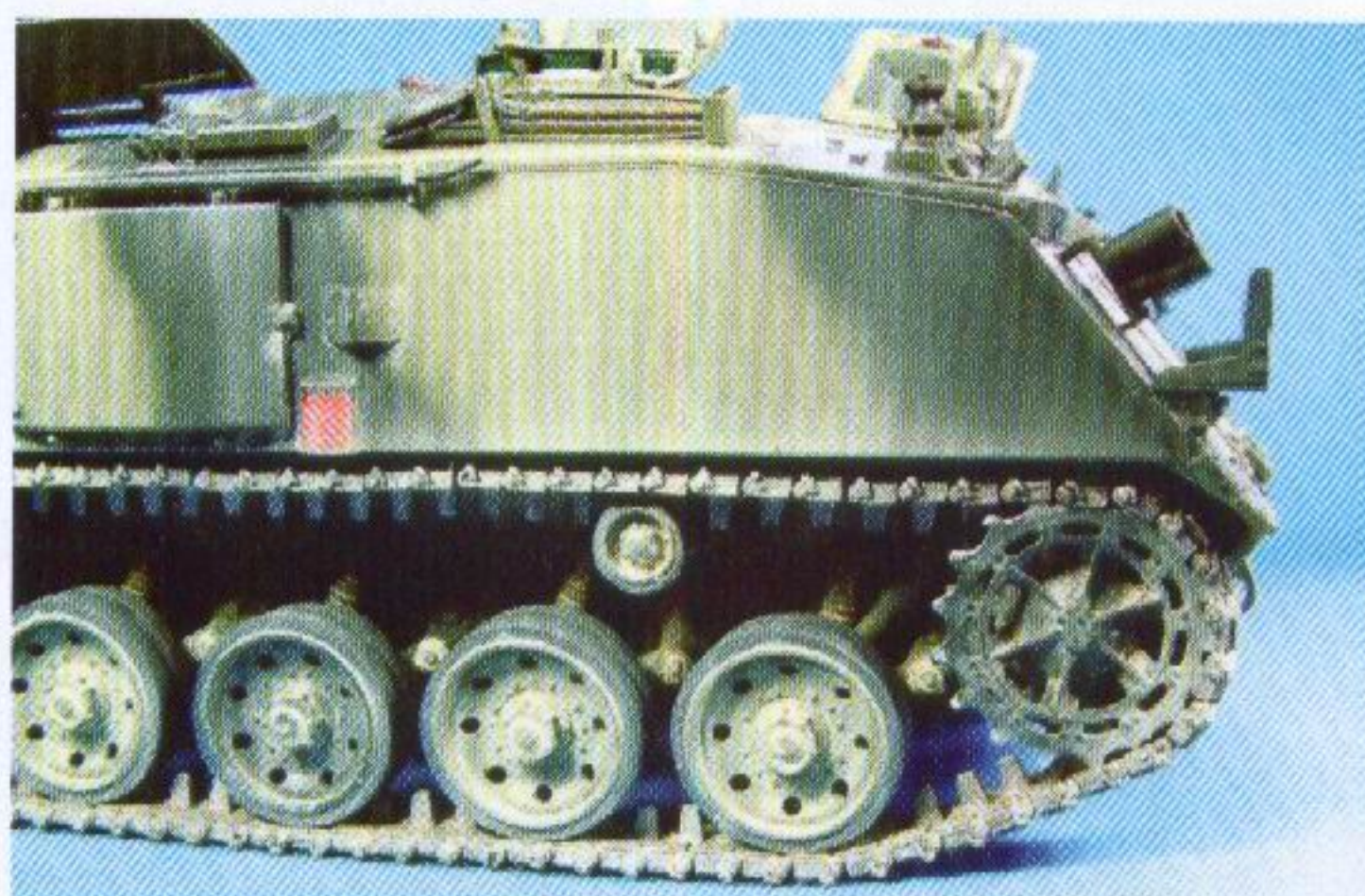
With the base colours in place and a coat of Klear applied, the small details were painted in using Vallejo Acrylics. Decals were a mix of leftovers from the spares box and Archer dry transfers.

DETAIL PAINTING

With the base colours in place I then began to paint in the details such as the road tyres, tracks, tools and the large exhaust. The exhaust has a cover that fits over the silencer and this doesn't appear to corrode, so I kept the heat effects to the exhaust pipe, which runs along the side of the vehicle. I began weathering the pipe by masking off the hull side and brackets, before stippling on some Vallejo Tan Brown with a sponge brush. I then stippled some Vallejo German Camouflage Brown onto the pipe to add a darker tone. The markings were added using decals from the spares box and Archer Fine Transfers for the registration numbers, all of which were sealed in with a little matt varnish to protect them from the weathering process.

DUST AND DIRT

Although many military vehicles get absolutely caked in mud I often avoid trying to replicate this on a model, as it's too easy to overkill the effect. However one aspect of weathering which is often neglected is the amount of dust these vehicles attract on almost every surface, to the extent that in some cases I now use a 'dust wash' instead of a black wash or dark pin wash. In this case I decided to add a simple dusting to the APC to make it look 'busy', and only used a dark wash on the engine bay grilles



Pigments were applied to the tracks and running gear before being fixed in place with MIG Pigment Fixer. Rain and dust streaks were added to the hull by working wet pigment into vertical stripes.



The pigment effects were added using pin washes from thinned Vallejo Acrylics.

as this area would normally be kept clear of mud and grime to avoid it getting into the engine bay and causing the engine and transmission to overheat.

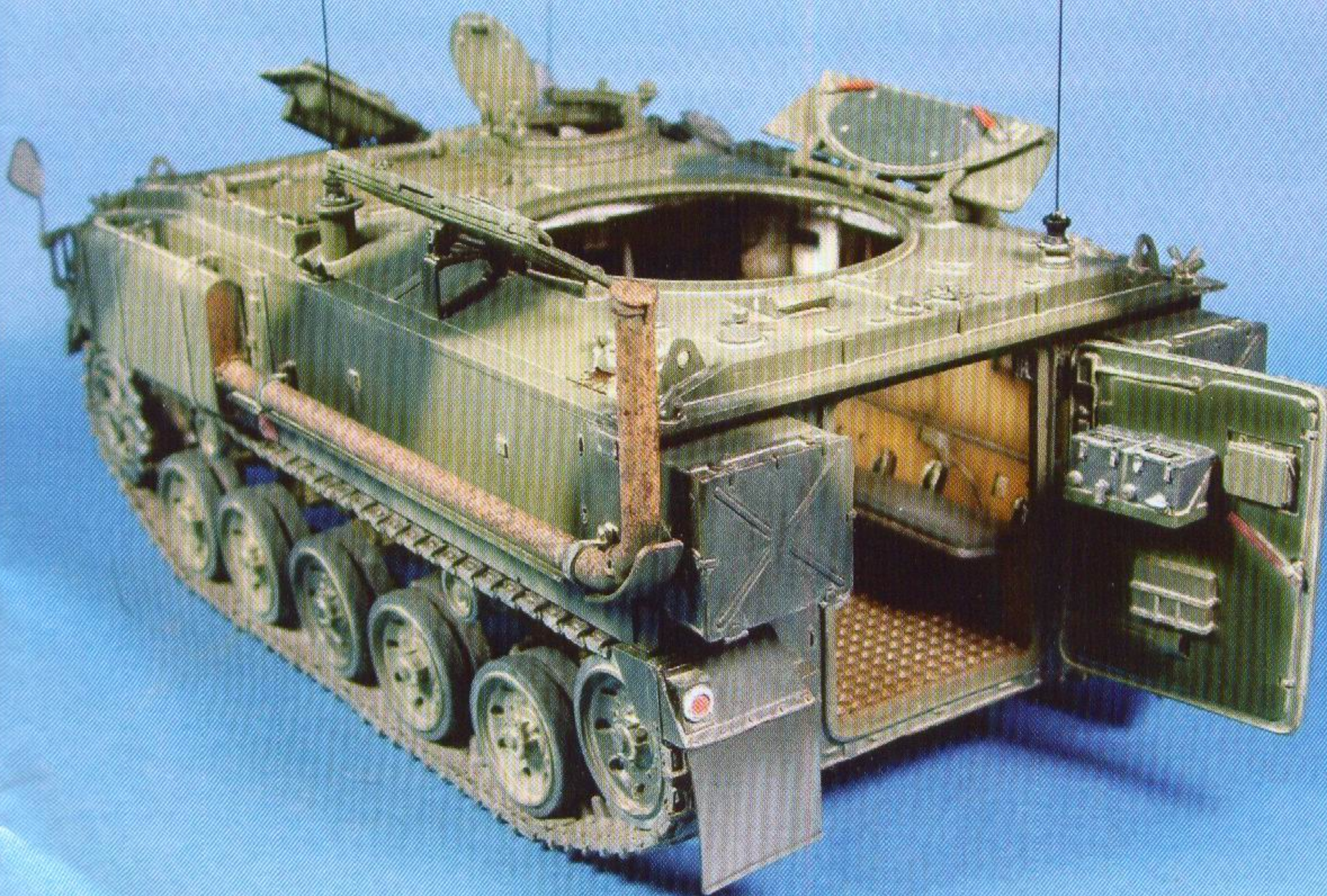
I started by adding CMK-Stardust Light Dust to the running gear, tracks and lower hull using a wide flat brush, and then wiped off the excess with my finger. I then gave the areas a light soaking with MIG Pigment Fixer and manipulated the pigment glaze with a brush whilst the surface was wet, forcing it into nooks and crannies and removing pigment from exposed areas. Using a small brush I worked dry pigment into and around the details of the upper hull and hull sides, before repeating the same technique with the pigment fixer. On the hull sides I pulled streaks of pigment vertically downwards to add rain

streaks. Once I was happy with the appearance of the dust coat I then used a thin wash mixed from Vallejo Model Air Sand and distilled water to highlight details such as the wheel rims, bolts and hatch surrounds. With the weathering complete I then added the headlamps, with the IR lamp lenses painted Tamiya Black, and the headlamp lenses drilled out and replaced with the large spare lenses from a Tasca Sherman, which by fluke seem to fit modern British headlamps perfectly! The inside of the rear door was then finished using acrylics, again with a dust wash being used to pick out the detail. A set of Accurate Armour Carbon Fibre Aerials were fitted and the model was finished off by adding the mudflaps and rear view mirrors.

CONCLUSION

The kits that I enjoy the most are not just those with good fit and detail, but also those kits where I can sit and marvel at the standard of craftsmanship that has gone into the master and the tooling and this kit ticks all the boxes in that respect. It's a British subject, with excellent detail, little cleaning up, excellent fit and simplified assembly. Although some of the Ferret kits had slightly poor instructions, the FV432 instructions are reasonably good, however it's worth having some good references to hand. Gordon Brown of Cromwell Models already has the upgraded Bulldog derivatives available and lets hope he brings out the rest of the family - please Gordon!

I can't recommend this kit highly enough to fans of modern and post-war British Armour. Buy it now! ■



Modelspec

Cromwell Models FV432 Mk.2/2

Item No. CD104

Paints used

Tamiya Acrylic Paint
Vallejo Acrylic Paint
Lifecolor Acrylic Paint
Winsor & Newton Oil Paints

References

BAOR: Vehicles of the British Army of the Rhine 1945 - 1979 - Tankograd British Special No.9003
BAOR THE FINAL YEARS: Vehicles of the British Army of the Rhine 1980-1994 - Tankograd British Special No.9006

- ✓ Stunning detail, ease of assembly.
- ✗ Instructions a little vague, no decals.

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Cromwell Models
Units N1 & 2, Glasgow North Trading Estate,
24 Craigmont Street, Glasgow G20 9BT, Scotland, UK
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e-mail: cromwellmodels@yahoo.co.uk

Rating ●●●●●●●●●●



References - FV432

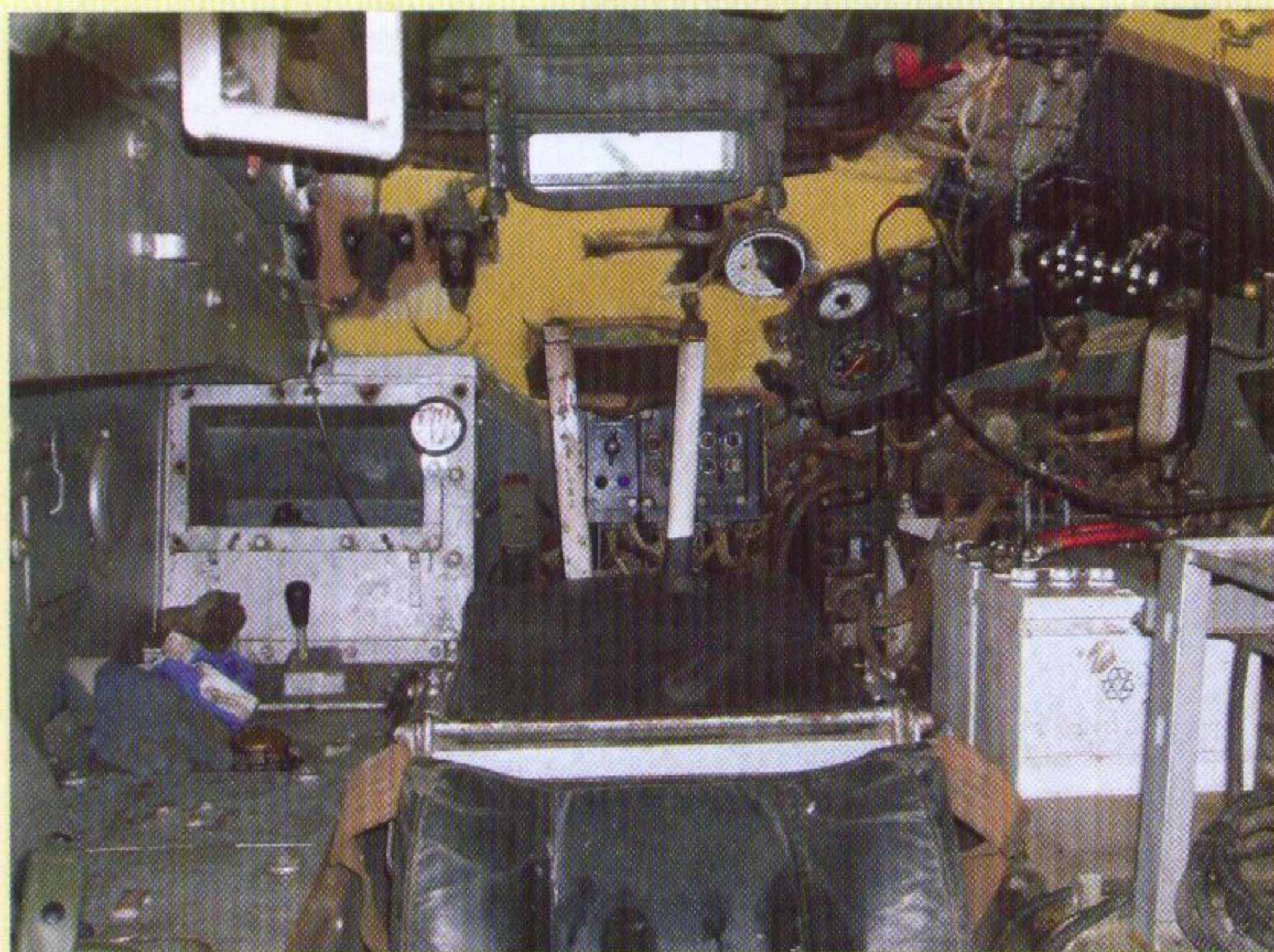


◀ Front sprocket detail. Note the way the edges of the teeth are polished by the constant rubbing with the links when the vehicle is in motion.

▶ The headlamps on the FV432 sit behind large brush guards, with the sidelights and indicators mounted beneath. Some vehicles just have 4 normal headlights instead of the mix of infrared lamps and headlights.



▶ The large silencer is a prominent detail on the side of FV432/2s with their Rolls Royce K60 engines. Note how the cover does not corrode.



▲ The busy driver's compartment of the FV432 with the hatches down. The gear lever is to the left, whilst the two steering levers sit in front of the driver. Note the electrical control units to the right, along with the edge of the shelf for the radio.



▲ The large NBC pack dominates the detail on the right of the rear compartment; note the eyeball vents on the roof of the rear compartment.

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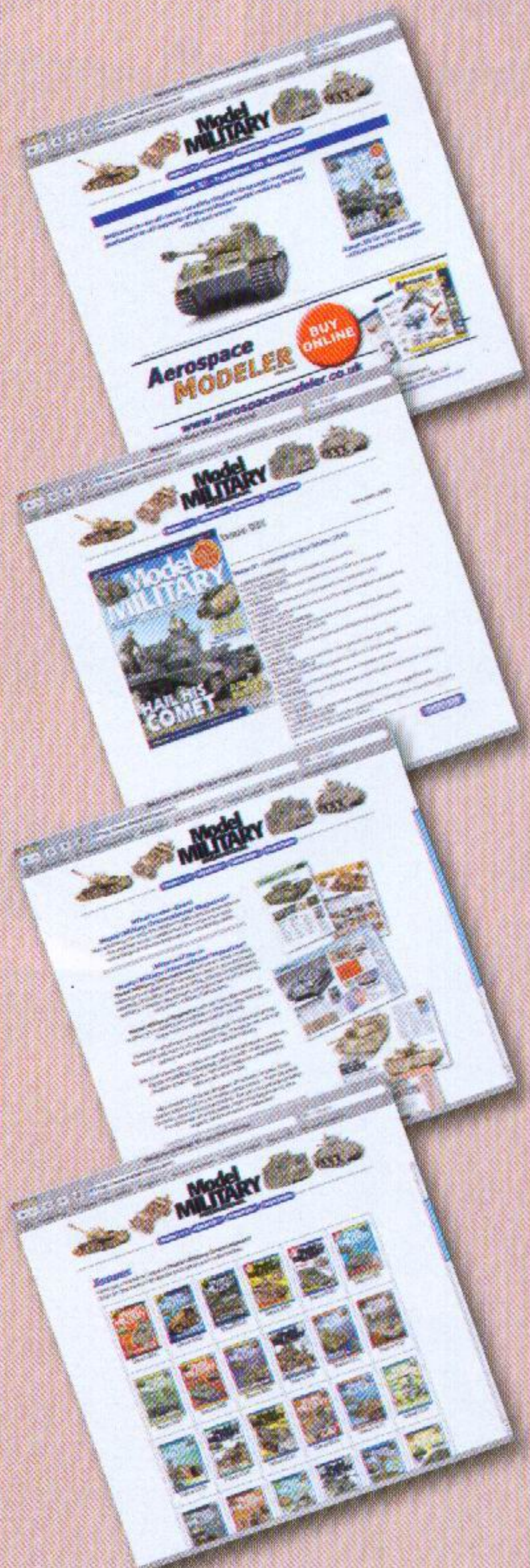
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◀ Rear door detail with Boiling Vessel and First Aid kit. In the top corner of the door aperture are the contacts for the rear door lamps.



▲ Two large fire extinguishers sit at the front of the rear compartment on the engine bay bulkhead, along with numerous intercom control and breakout boxes.





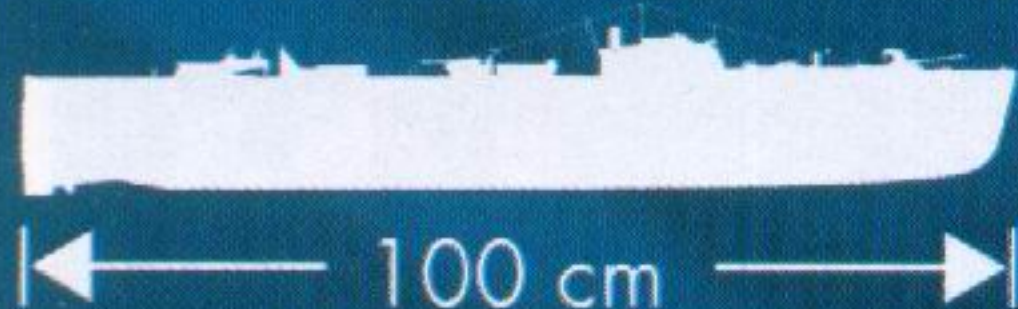
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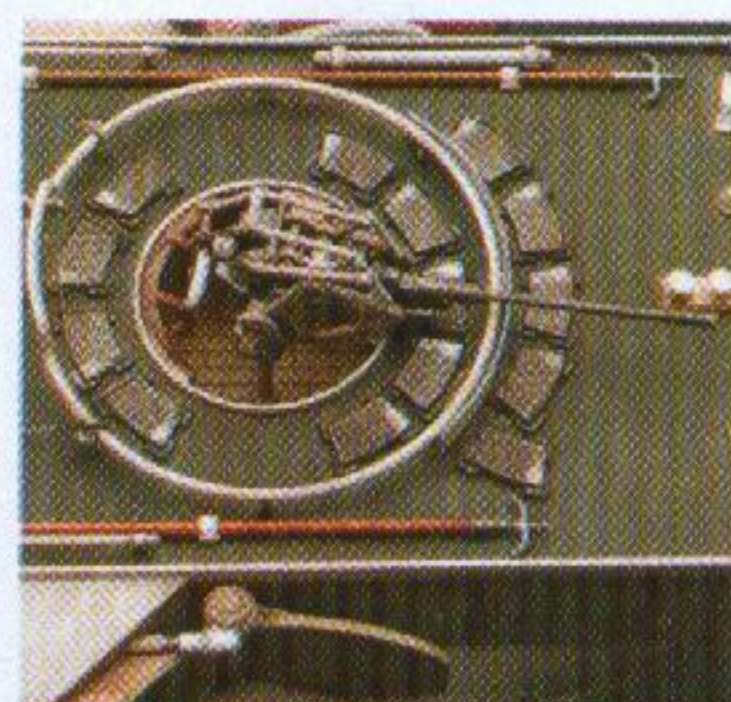
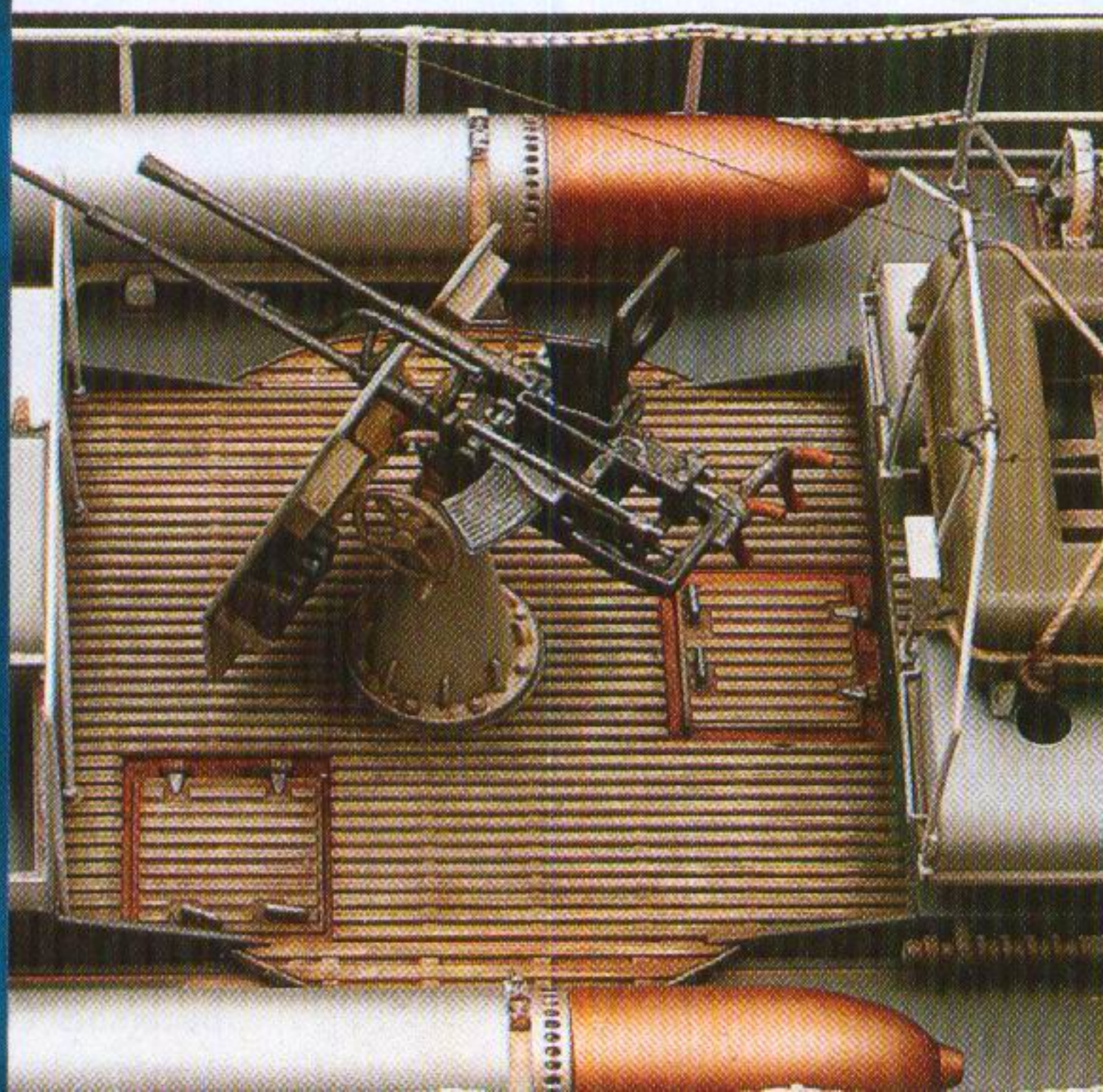
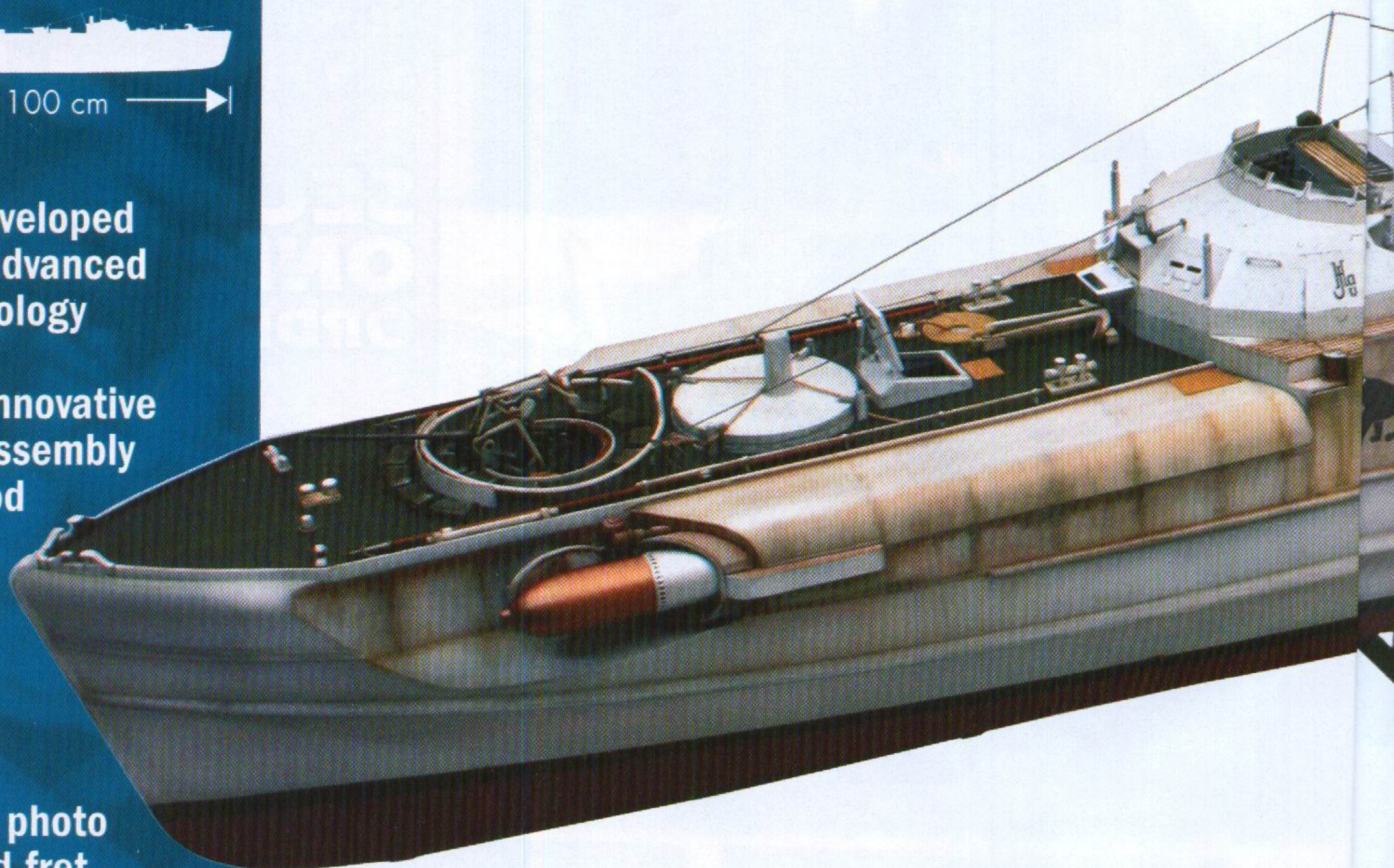
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graphic design

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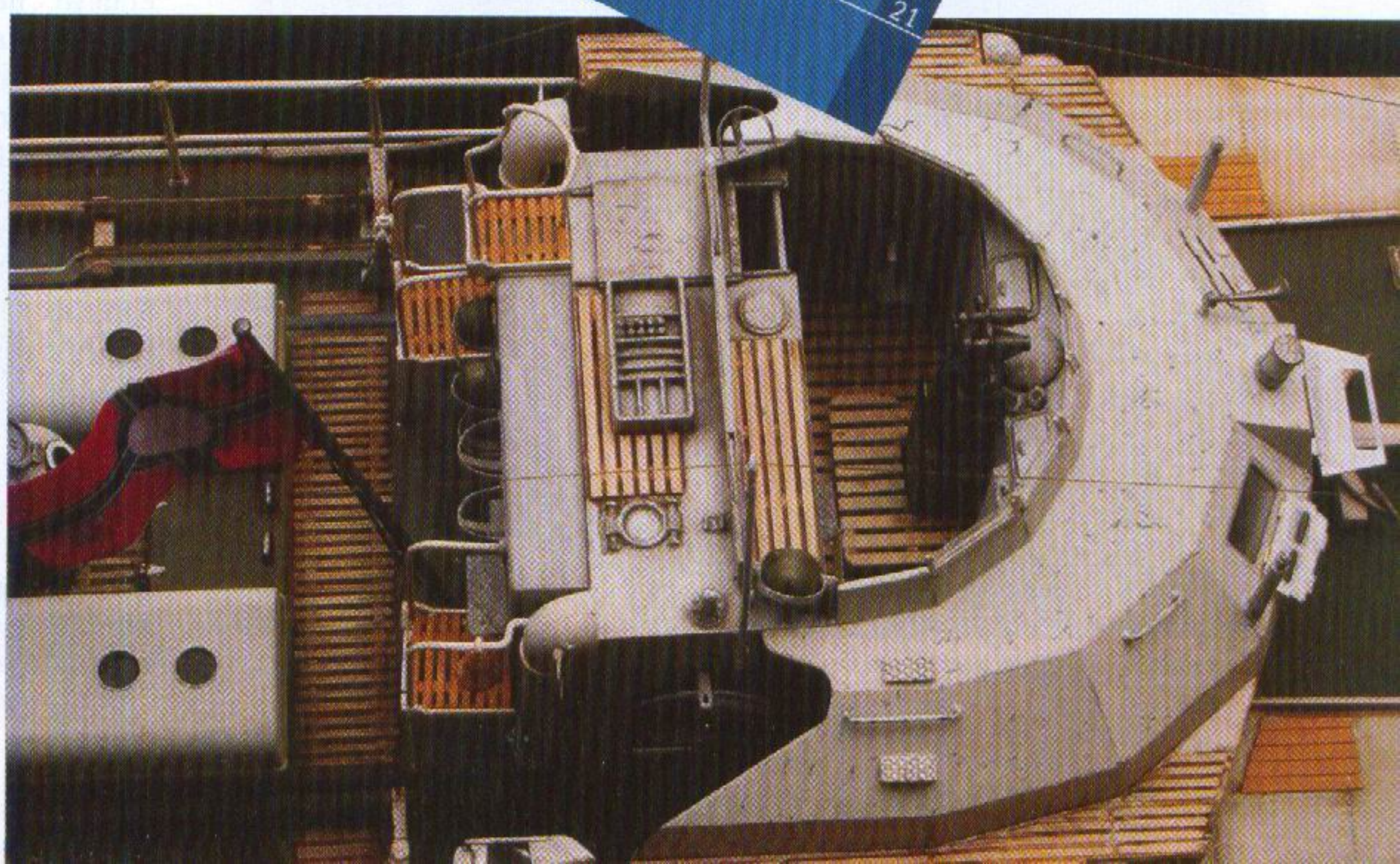
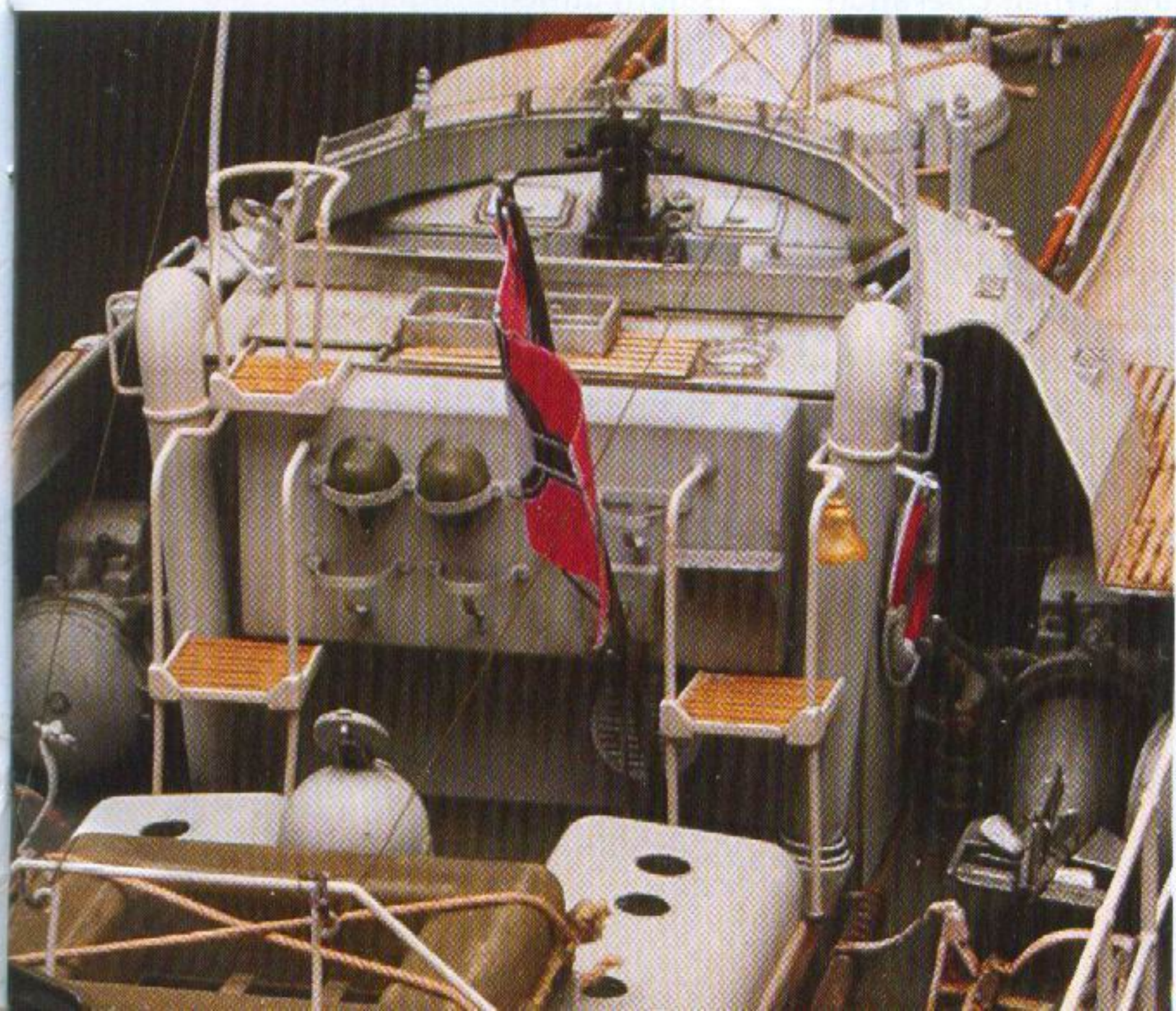
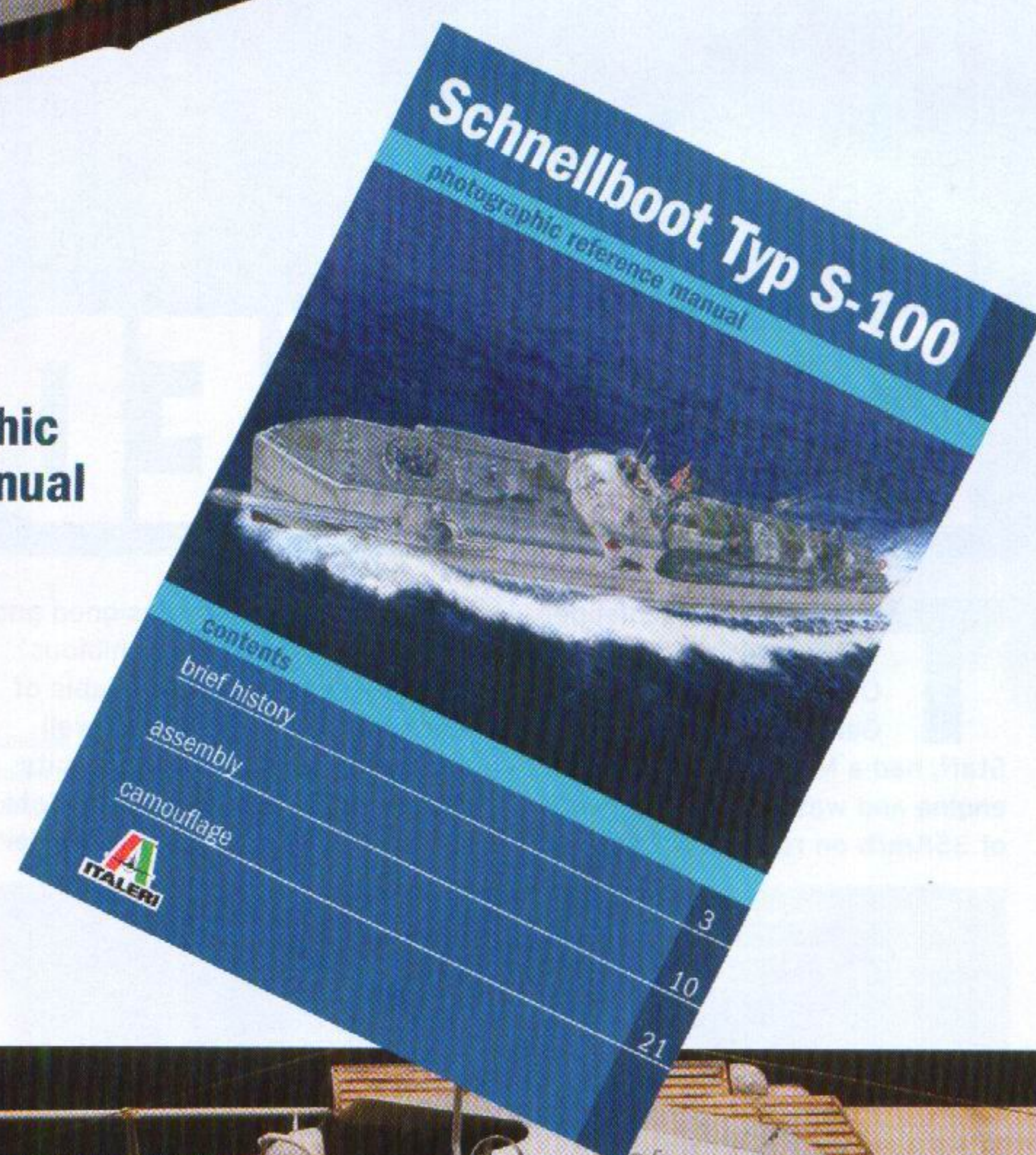
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The Photographic Reference Manual
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The **Photographic Reference Manual** contains a brief history with historical pictures, photographic step-by-step and colour profile



José Brito gets his hands on the long awaited Land Wasser Schlepper from Bronco.



Part 1

TRACKED TUGBOAT

The Landwasserschlepper was a strange vehicle. Ordered in 1936 by the German Army General Staff, had a Maybach HL 120 V12 engine and was capable of speeds of 35Km/h on road and 12Km/h in

water. The LWS was designed and built to take part in amphibious landings where it was capable of carrying twenty troops as well as towing an 18,000Kg capacity trailer which could accommodate an Sd.Kfz.9 half track. The trailer

could be towed on shore where it and the troops could be unloaded.

When the invasion of Great Britain (Operation Seelowe) was being planned, seven pre-production LWSs were tested, but the results of these tests were very disappointing. It was found the LWS could only operate in calm in-shore waters, which was hardly practical for a crossing of the English Channel. When Operation Seelowe was cancelled, early 1941, the LWS project was also shelved.

However in July 1942 seven LWS were built, tested and available for Rommel's plans to support Operation Venezia, to land a force behind the enemy lines in North Africa. Kampfgruppe Hecker was organised to carry the task with Italian Marine Battalion San Marco, 13. Kompanie/Lehr-Regiment "Bradenburg" 800 and Pionier-Landungs-Kompanie 778.

This flotilla was attacked by RAF bombers during the night of 25/26 May 1942 and after a series of orders and counter orders, the

landing was finally cancelled on the 29 May 1942.

Besides North Africa, the LWS found limited use for river crossing operations on the Eastern Front.

INITIAL THOUGHTS

The LWS in 1:35 from Bronco was a long awaited model. Until now, the only model available was the resin kit from MiniArt. A rare model that is both difficult to find and very expensive to buy if you do find one, as Rhodes Williams can attest to this he tried to track one down and build for MMI back in issue 17. So, the injection plastic model from Bronco will be a most welcome addition.

The Bronco kit is a mid production version, presented in a box with a great box top illustration. Once opened we are greeted by seven plastic sprues, one transparent sprue, a photo etched fret and the separate upper and lower hull mouldings. The tracks are of the individual links variety and presented on ▶



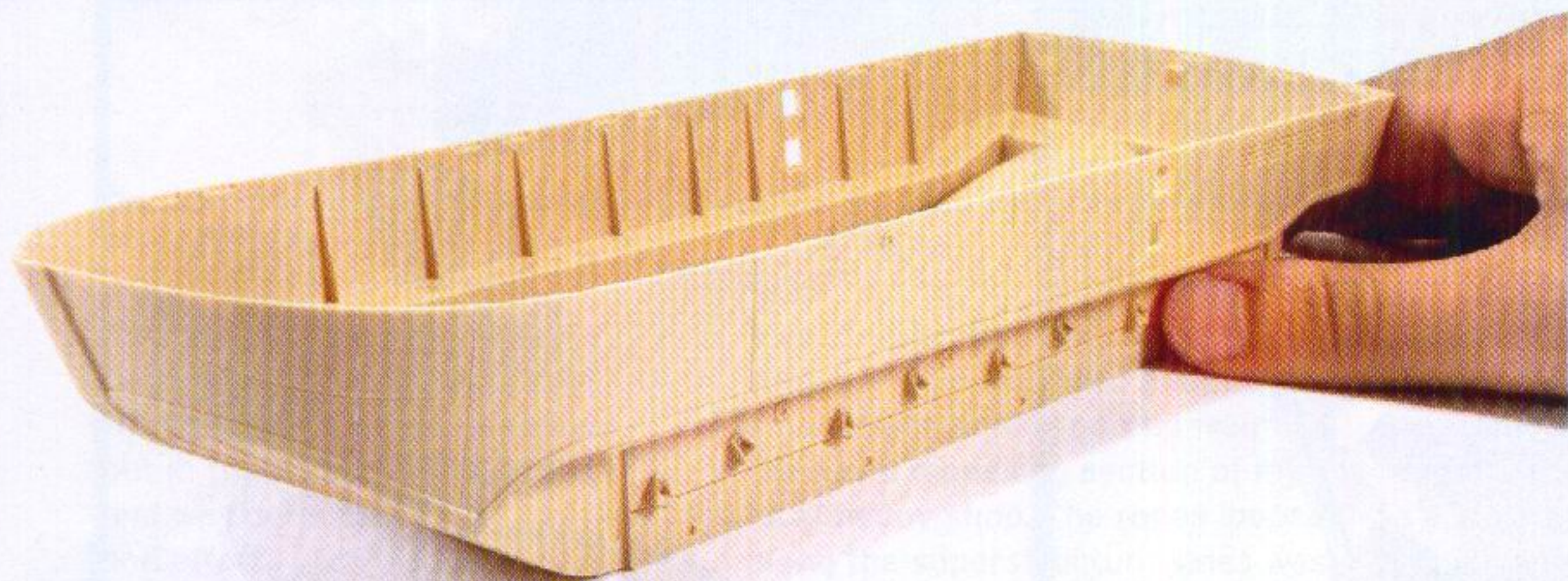
The author looks pretty pleased to have the Bronco LWS on his workbench.



The tracks are individual link injection moulded items and are very nicely detailed.



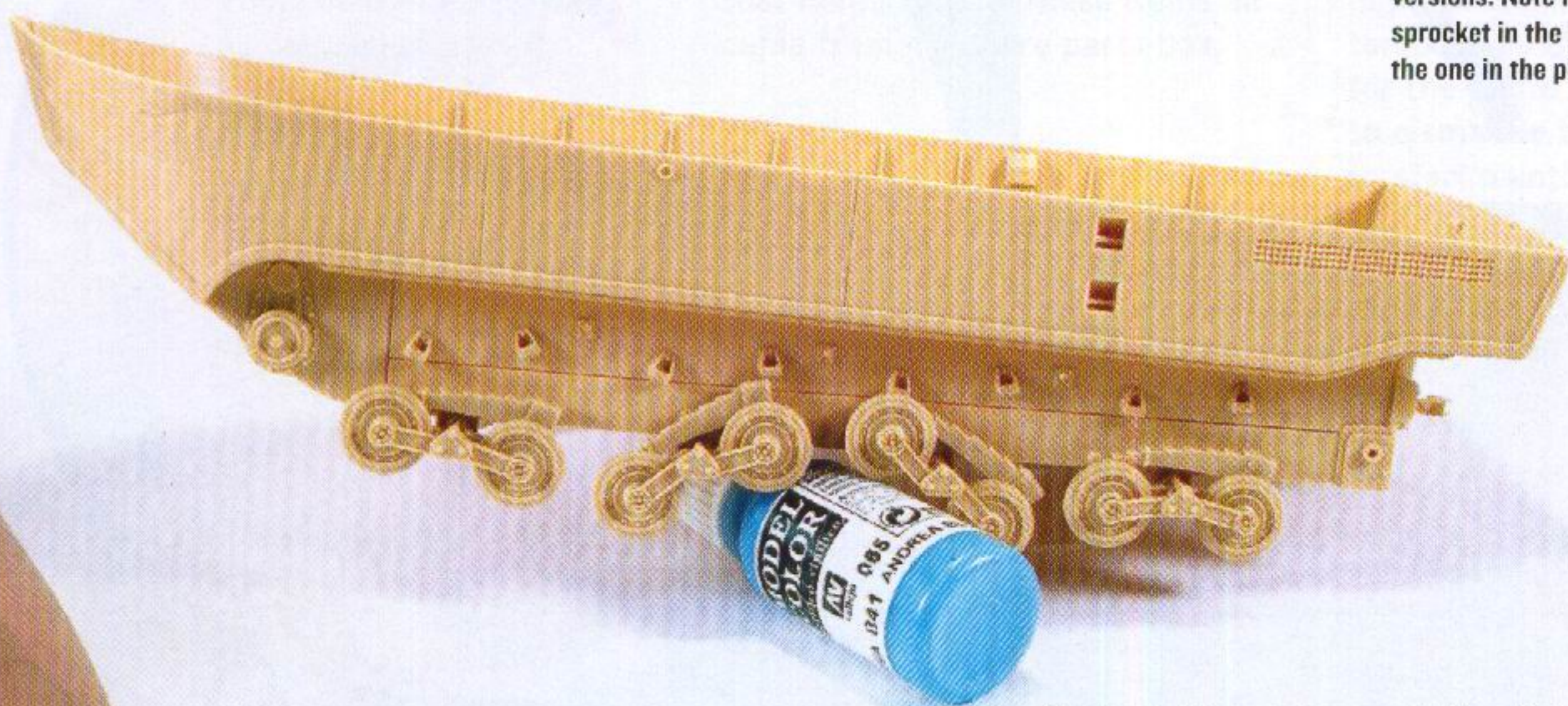
Bronco provides a small decal sheet, a photo etched fret and a flag, sadly Bronco does not provide the Euro coin!



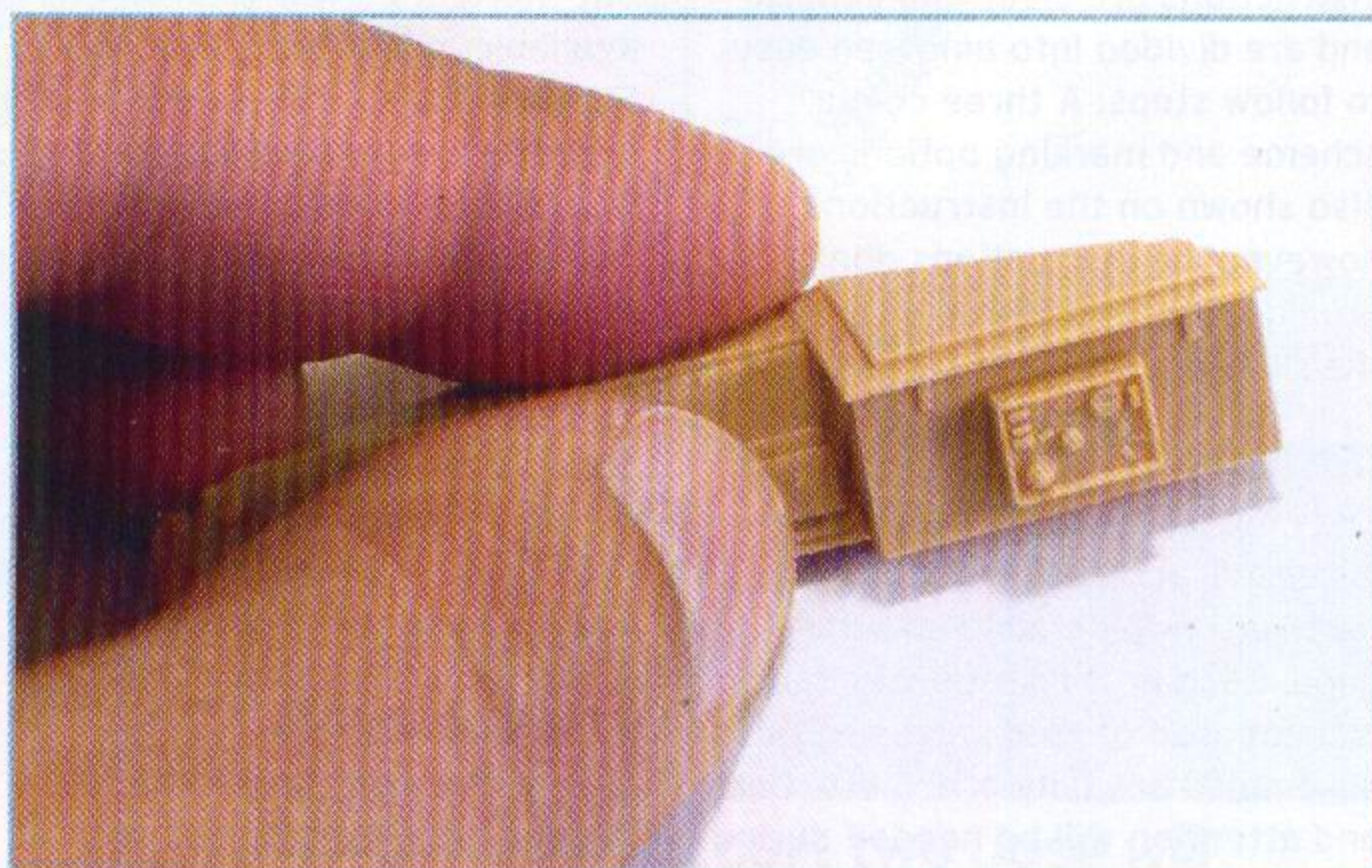
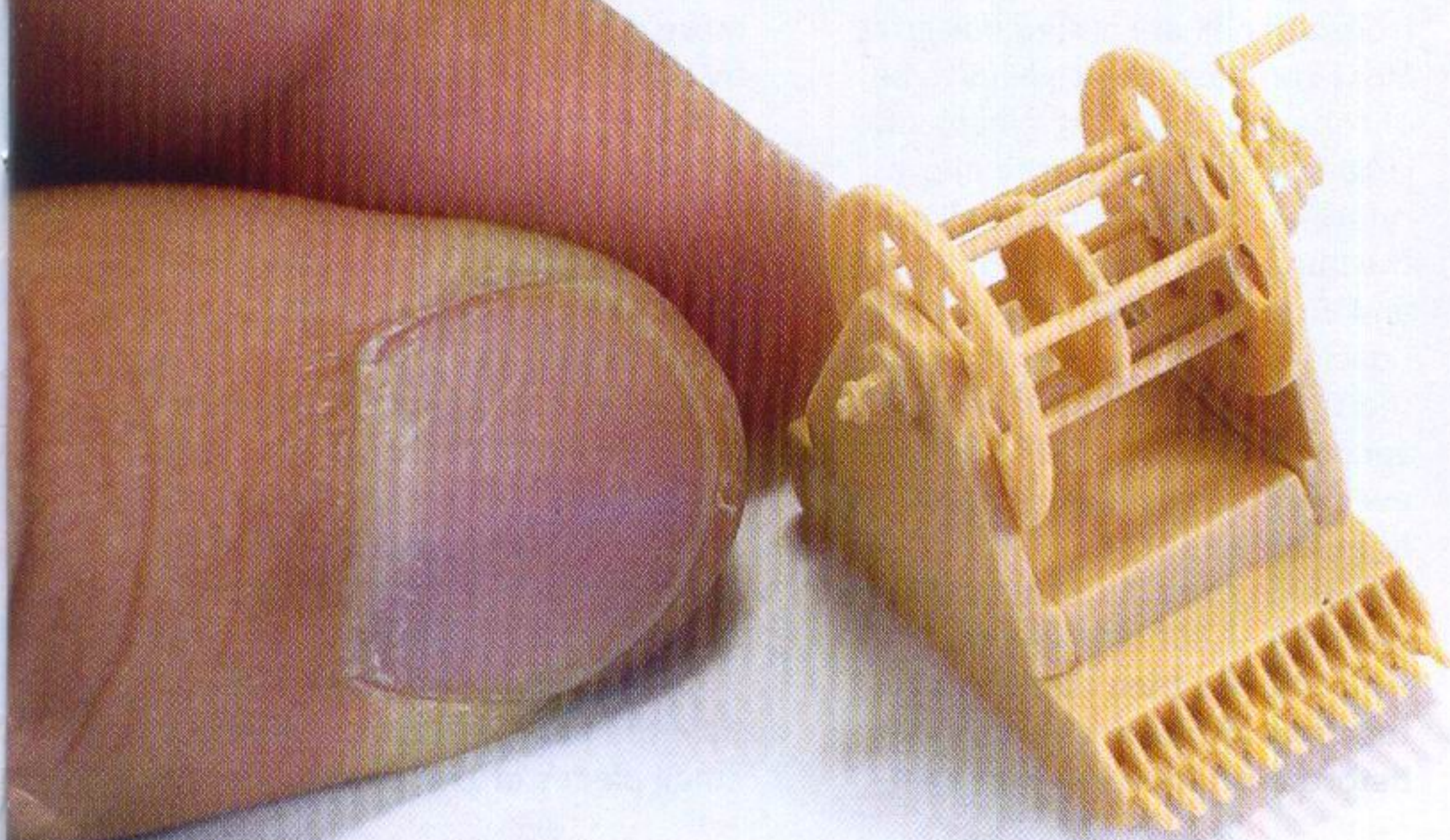
The lower hull is a large single piece moulding and looks reminiscent of a bath tub for an Action Man! The surface detail looks very good, especially the hundreds of tiny rivets.



The Bronco kit is a mid production version. There are major differences in the running gear between the initial and final versions. Note how the drive sprocket in the kit differs from the one in the picture.

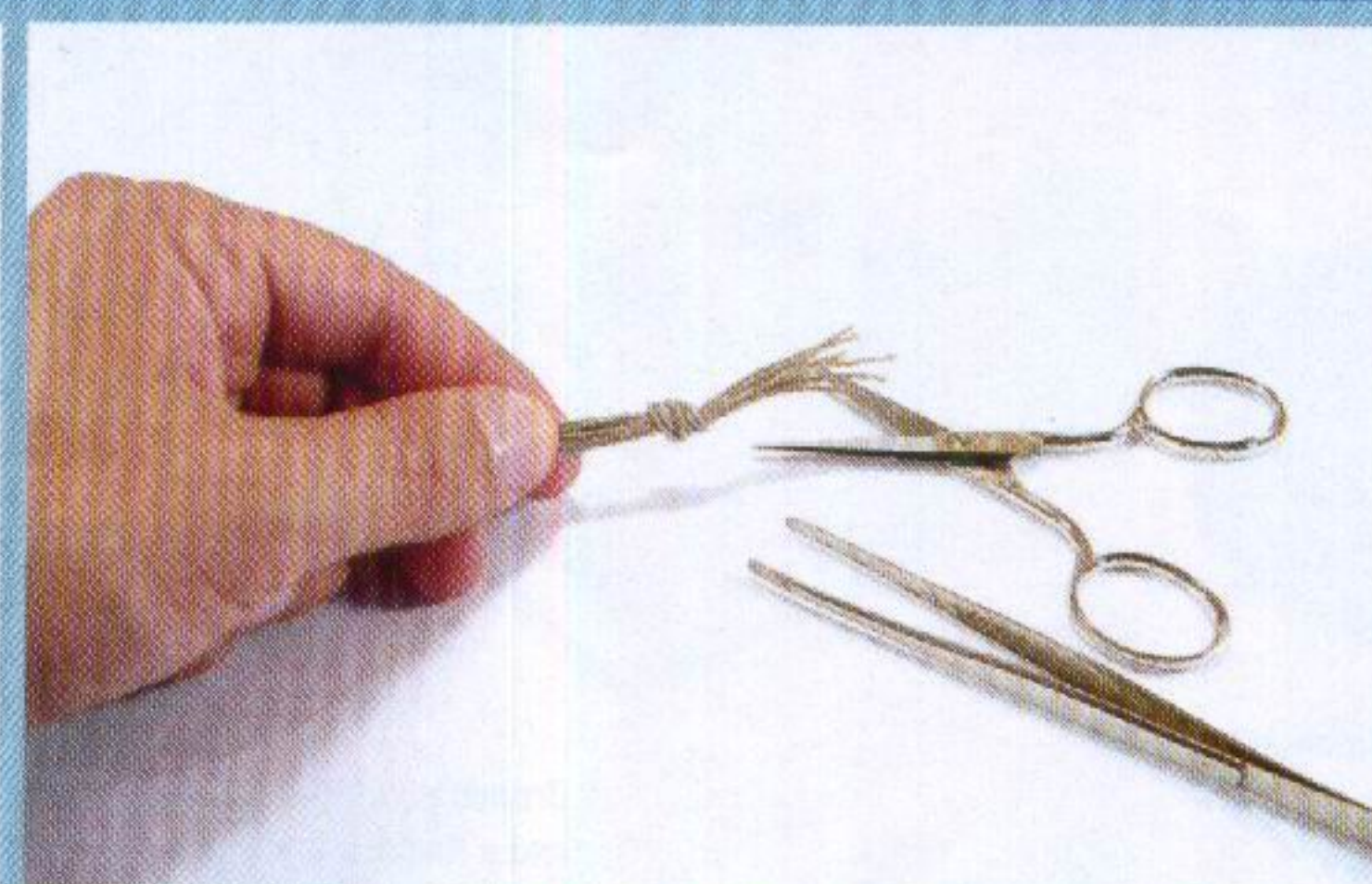


The running gear can be assembled to articulate, the detail is very good but care must be taken during assembly, a liquid glue is best used and applied sparingly! As can be seen in this view, the suspension is fully workable once assembled.

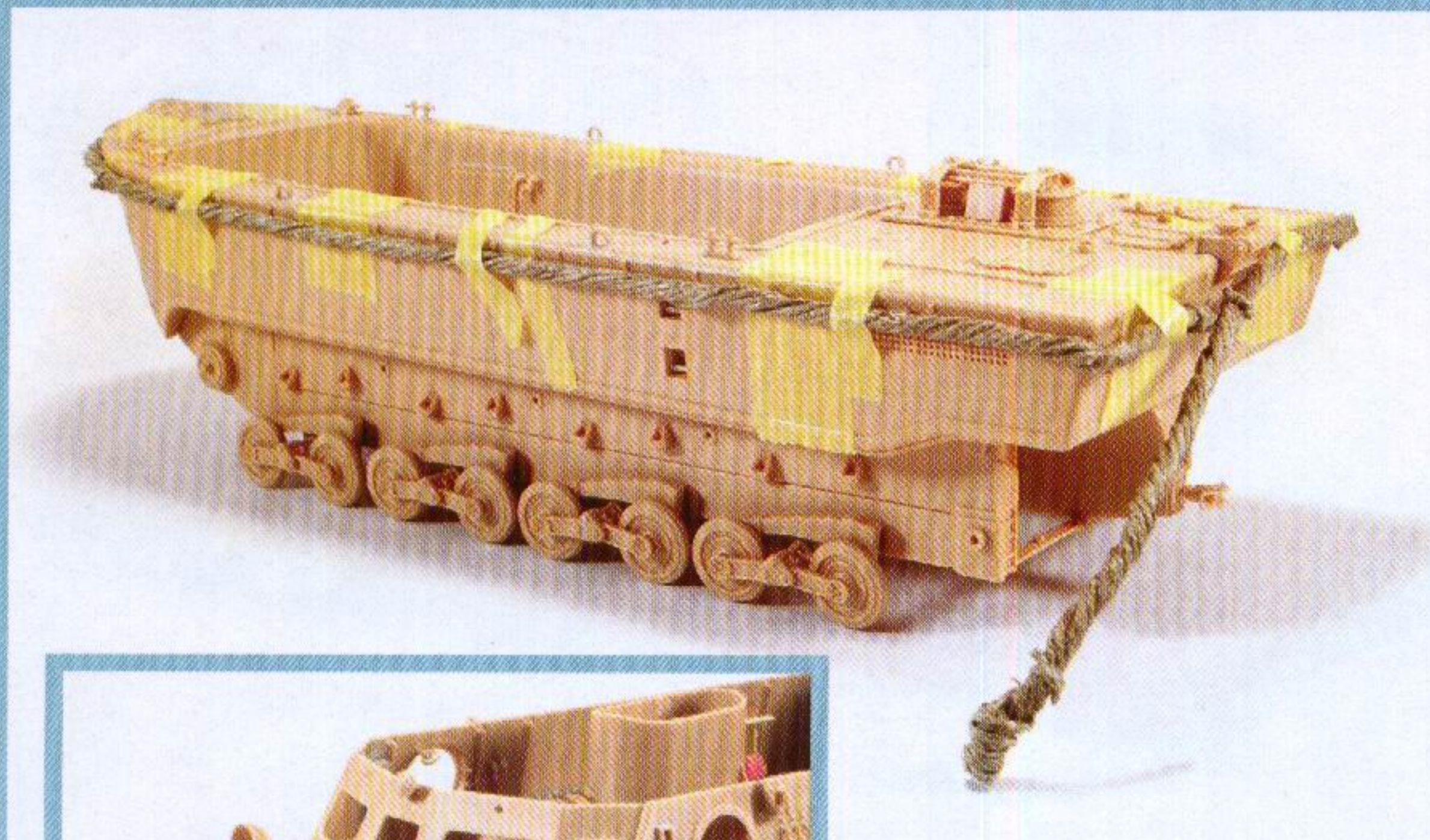


The detail throughout the kit is very good from the deck mounted winch to the radio.

Tech Tip! - MAKING BUMPERS



To make the bumper, construction started with the use of 'North-Rope' this stuff is easy to find and is very cheap to buy. I first cut nine equal length pieces and then tied a knot at one end before twisting them altogether and then coating them in thinned wood glue.



The front bumper was a little harder and more time consuming to produce. Short lengths of rope were first glued to the bow and once the glue had set fully were looped around to form small circles.

Once the bumpers were all in place, small pieces of twine used in naval modelling were attached to represent the rope holding the bumper in place.

◀ twenty-five small sprues. The detail is very good and according to Bronco's instructions they are workable once assembled. The instructions are clear and concise and are divided into nineteen easy to follow steps. A three colour scheme and marking options are also shown on the instructions, however the instructions don't provide the camouflage pattern for the right hand-side or top!

CONSTRUCTION

The construction starts with the lower hull and running gear. The parts are well detailed and the fit is good. Each of the suspension units is composed of nine parts and once assembled are fully articulate. Care and attention will be needed during their assembly, but in the end the result is worth the effort. Once the lower hull and running gear was completed, it was time to turn my

attention to the upper hull and the crew compartment. The LWS is not a widely documented vehicle when compared with Tigers or Panthers, but there are a few interior photos available in the book, Rommel's Funnies. These images are a very important reference source if you wish to super-detail the interior? In the same book there are also some pictures of the LWS 667 from Pionier - Landungs - Kompanie 778 on the beaches of Libya and some decent detail photos of a final production vehicle, which does show some detail differences in the running gear.

SCRATCHING BUMPERS

One of the main flaws with the Bronco kit is that it does not provide the characteristic bumper, which surrounds the upper hull. This left me no choice but to scratch build one myself. Luckily

I live near the ocean, so was able to visit the beach to have a look at some of the various sized fishing boats. The bumpers are a common sight on just about every vessel. They are made from all types of materials, the one thing they have in common is that have to be made from a shock absorbing material. Most common types seem to be of rope, old tyres and pieces of rubber. According to the photo reference available on the LWS, the bumpers were made from rope and after studying these pictures I decided to use a fine twine called (here in Portugal) "North rope". A very strong rope used in almost everything, from civil construction to agriculture.

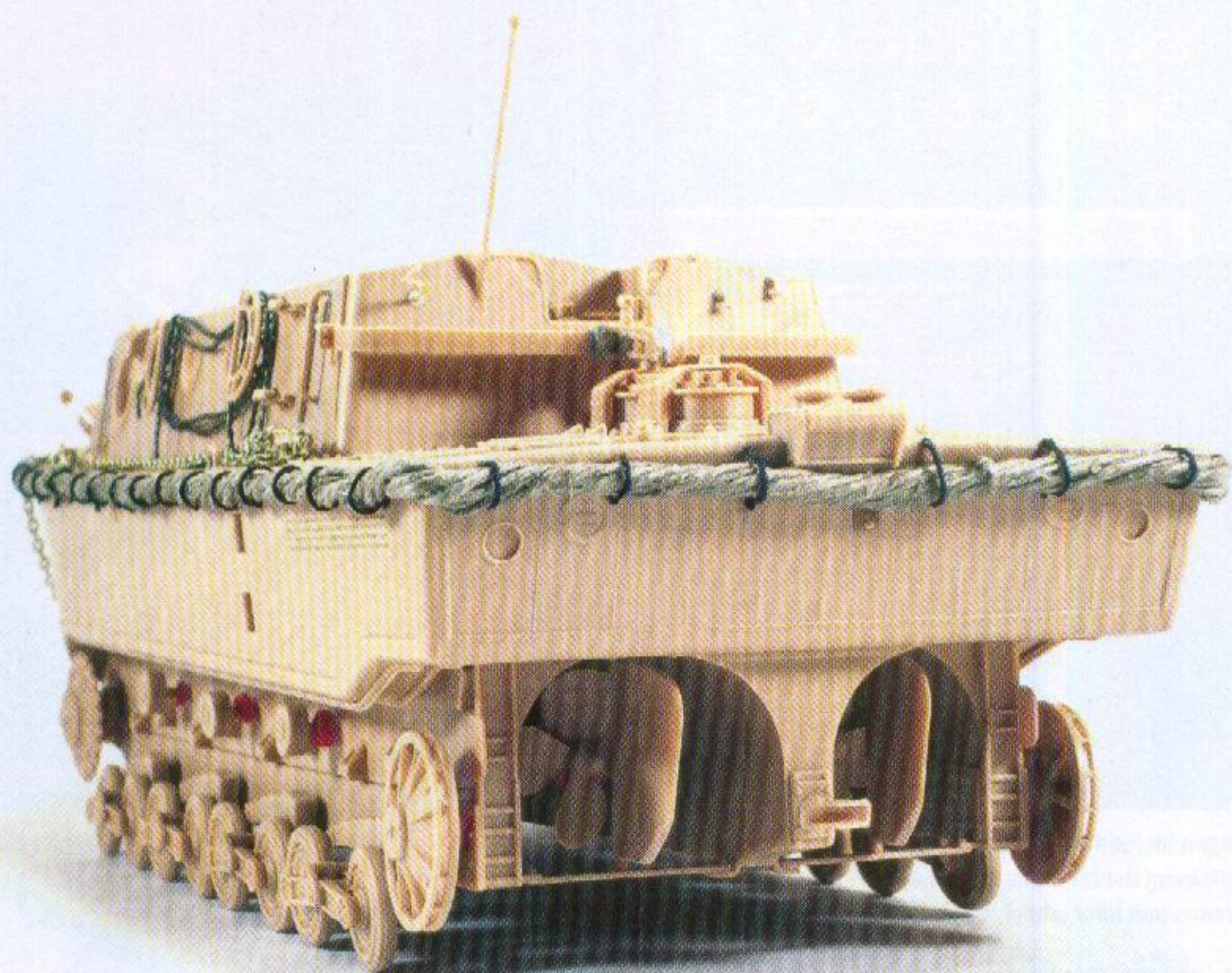
Making the actual bumper was easy, I first cut nine one-metre long lengths, then tied them all together at one end with a knot before twisting them together

along the entire length of the rope. I then simply tied a knot at the other end before coating the rope in a well-diluted mix of wood glue and water.

FRONT BUMPER

The bumper in the front was more difficult to make. I started by gluing small lengths of thread around the top edge of the bow, these were then carefully curled down to form a loop before fixing in place with cyano adhesive. A very boring and time-consuming process but I felt necessary for a realistic and convincing look to the finished model. Once the front bumper was completed, I glued the rest of the bumper to the sides and stern of the LWS by using small dots of cyano adhesive.

To reproduce the ropes that hold the bumper in place, I used small pieces of twine used in naval



The propellers and rudders are fully detailed, it's just a shame most will be hidden from view when the model is finished.



The large interior offers plenty of room to go mad with the detailing. This is one of those models which can pose the question "at which point do I stop building and start painting?"

model making. In total it took me two days of modelling to recreate the bumper as I have described, but in the end I think it looks great and was definitely worth the time and effort.

WEIGH ANCHOR

The anchor provided in the kit has been very well rendered and I felt it would be wasted stowed away, so I decided to have it

placed up on the bow hooked into the rope bumper. I also added a small chain, again sourced from the naval modelling section of my local hobby shop. The ropes looped along the superstructure sides was made from twisting two pieces of Plus Model's lead wire together. To finish off I added some personal items to the interior to help add that human touch, these items all came from my spare parts box

CONCLUSION

Bronco have produced a great kit and with some care during the construction it can be turned into a superb model. Now with the construction practically done it's time to advance to the painting process. Please note that some parts of the model shown in the article are not permanently fixed in place and have just been fitted temporarily using Blue-tac just for the photo session. Now I have to dismantle these parts ready to start painting all of the sub-assemblies. ■

Modelspec

1:35 Bronco Landwasserschlepper CB-35015

Materials

North rope, Naval model making rope, Contact glue, Revell Contacta glue, Tamiya Lacquer Thinner, Tamiya Putty (basic type), Tamiya Masking Tape, Wood glue, Metallic chain, Plus Model Lead Wire (0.4mm), Small parts from other companies like Dragon and Revell.

References

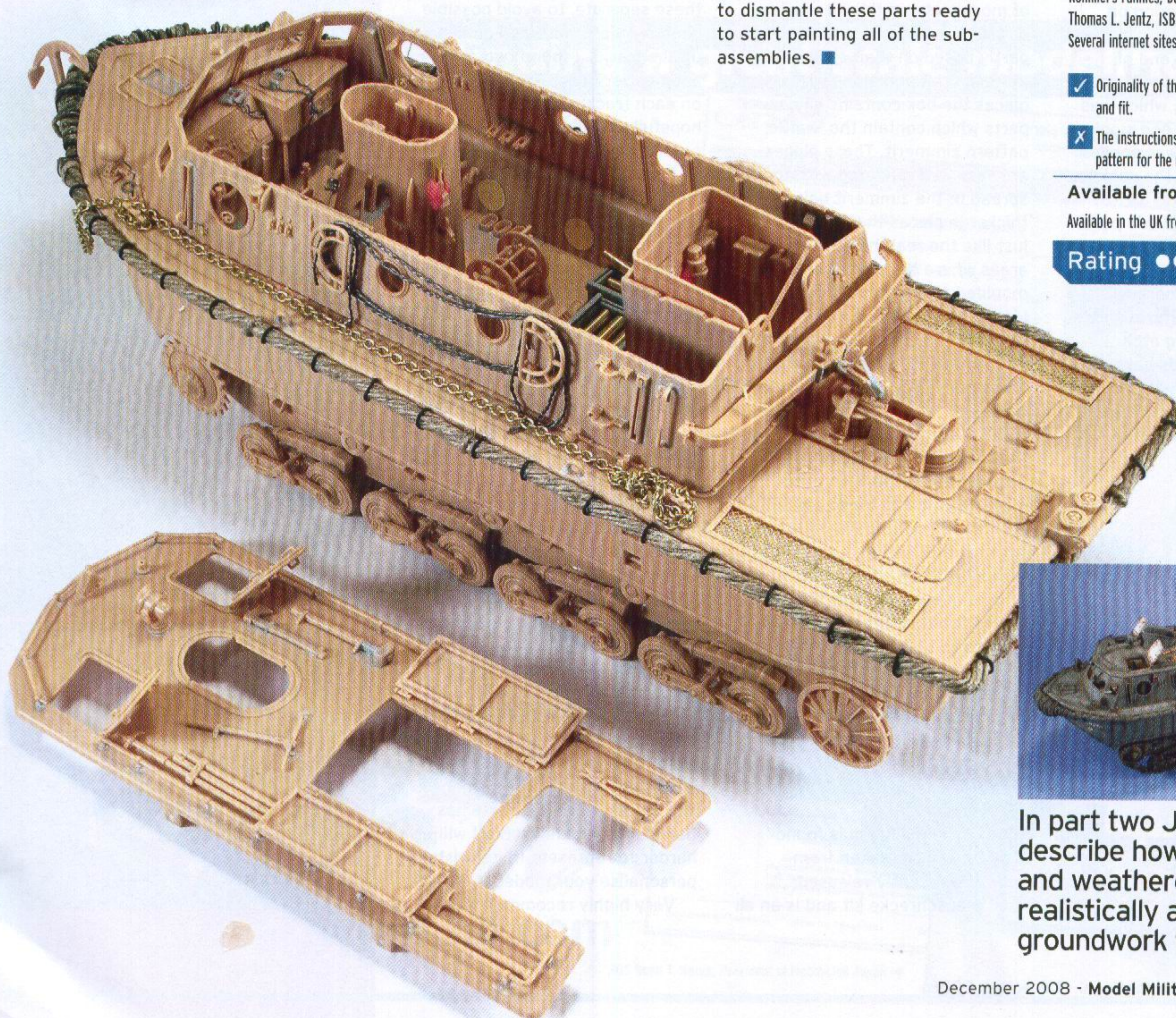
Rommel's Funnies, Darlington Productions, Inc., Thomas L. Jentz, ISBN 0-9648793-6-0
Several internet sites.

- ✓ Originality of the subject and overall quality and fit.
- ✗ The instructions don't provide the camouflage pattern for the right side and top.

Available from

Available in the UK from www.hannants.com

Rating ●●●●●●○○



In part two José will describe how he painted and weathered the LWS so realistically and created the groundwork for it.



Dragon include a small etched brass fret containing useful items such as engine screens and idler wheel spacers.

WHAT A LOAD OF WAFFLE!

Dragon's latest zimmerit coated panzer gets scrutinised by Graeme Carruthers.

The German StuG III series of vehicles served on all fronts from 1940 until the end of the war and this series went through a number of modifications over its life span. This kit represents the version armed with the 10.5cm howitzer and was designed as a close support weapon. One familiar feature appearing on many German armoured vehicles from mid 1943 to the end of the war, was the zimmerit anti-magnetic mine paste, which was applied to all vertical and sloping surfaces. This paste was applied at the factory during the vehicles' assembly.

In order to recreate this paste, modellers have in the past tried many different techniques from the unconvincing pyrograve scoring to the flat uniform and similarly unconvincing etch sheets. Other methods have included the time consuming technique of adding your own paste from modelling putty or gluing on pre-shaped

wafer thin resin sheets, which when done correctly does give convincing effect. Thankfully none of these techniques are need on this kit as the moulded on zimmerit look s superb.

Dragon have produced a number of kits with zimmerit already moulded on in both 1:35 and 1:72, much to the applause of modellers and this kit carries on this great tradition. The kit is partly based on their earlier StuG III Ausf. G kit and along with those pieces the box contains all new parts which contain the 'waffle' pattern zimmerit. These pieces are very well rendered with the spread of the zimmerit being thicker in places than others, just like the real thing. There are areas where the paste has been moulded chipped and it certainly looks uneven enough to have that 'spread on by hand' look about it. The zimmerit on the sides of the lower hull tub is especially well done as it is uneven and rough with random edges.

Starting at the bottom of the kit the suspension arms are separate to the lower hull allowing you to position them as you see fit, which is useful for placing the model on dioramas with uneven ground. The arms are fitted to internal torsion bars just like the real thing and they can also be made to have some movement when in place.

The hull fenders are well detailed with a dot pattern treadplate embossed on to both the upper and lower faces.

The main gun is found on a sprue taken from the recently released Heuschrecke kit and is an all

plastic affair with no replacement turned metal barrel. It is however a great example of Dragons slide mould technology and only requires the separate muzzle brake to complete the assembly.

A set of Magic Tracks with open guide horns are provided in two slightly different shades of grey so make sure you keep these separate, to avoid possible confusion later on when building up the tracks. I found two small and not very deep injector marks on each track's inner face that hopefully should disappear under a coat of paint.

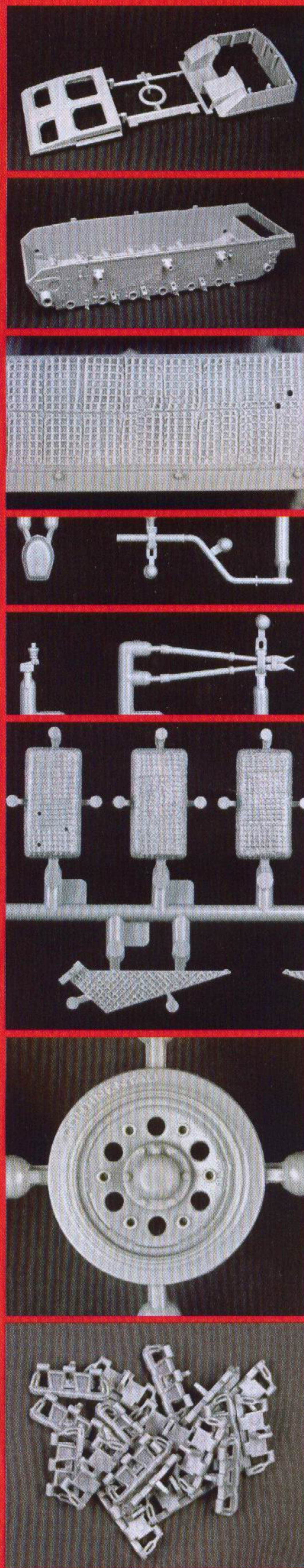
A small etched sheet containing such items as the engine screens, idler-wheel spacers and numerous smaller fittings is provided.

Dragon's new pioneer tool sprue set, which contains the clasps already moulded on is also found in the box. This is a well detailed set and means that there is no need to add a fiddly set of etched brass clasps to each of the tools.

To finish off this kit you are provided with a length of wire for the tow cable and a small decal sheet which consists of Balkenkreuz and numbers for three vehicles from the Eastern Front.

This is a great kit of a very popular subject and it will build into a great looking model. The addition of well moulded zimmerit means that for the first time modellers can build this type of vehicle with ease and without the time consuming need to add the zimmerit themselves. The only downside is that battle damage and areas where the paste has flaked or been knocked off will be harder to represent if you wish to personalise your model.

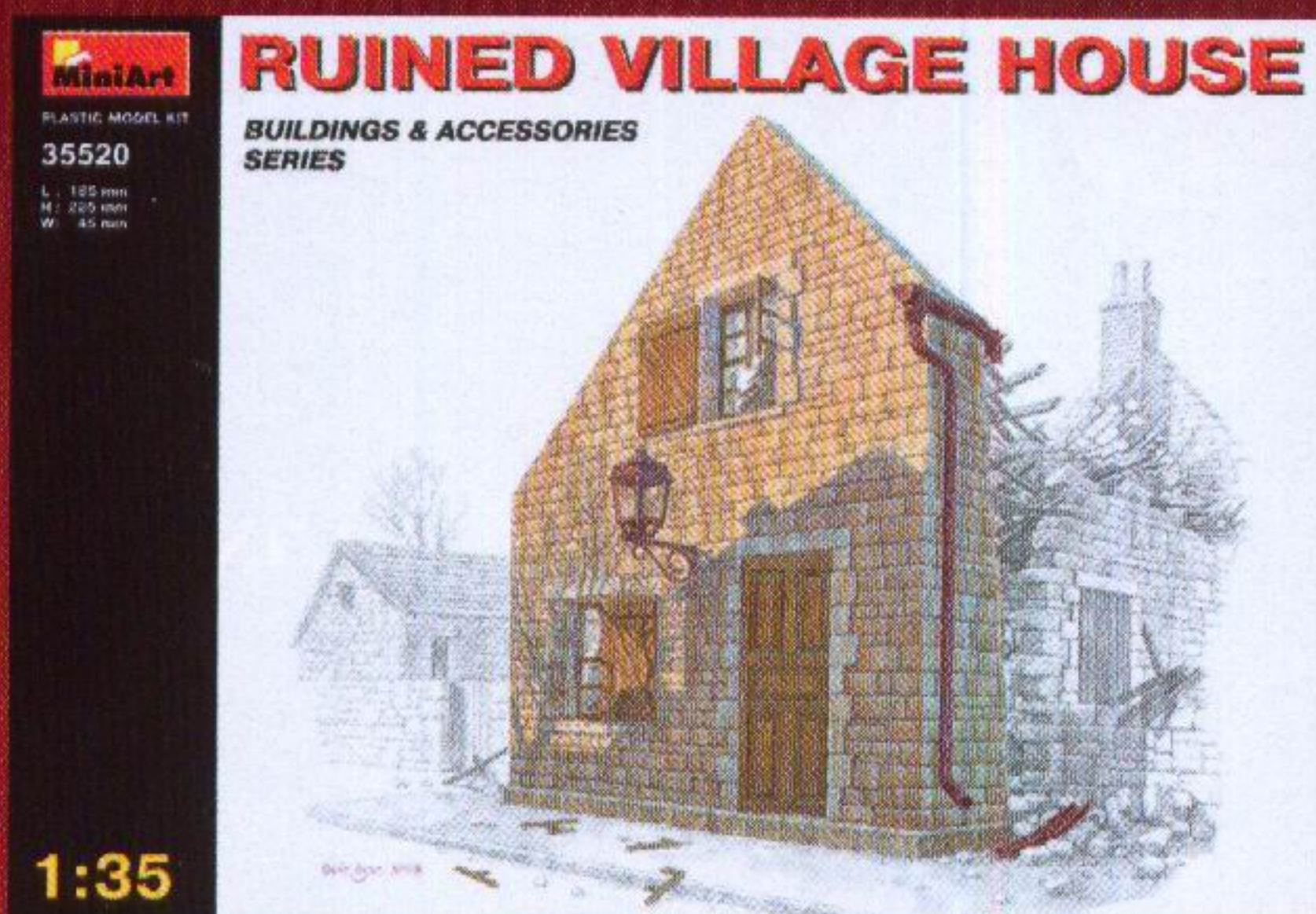
Very highly recommended. ■



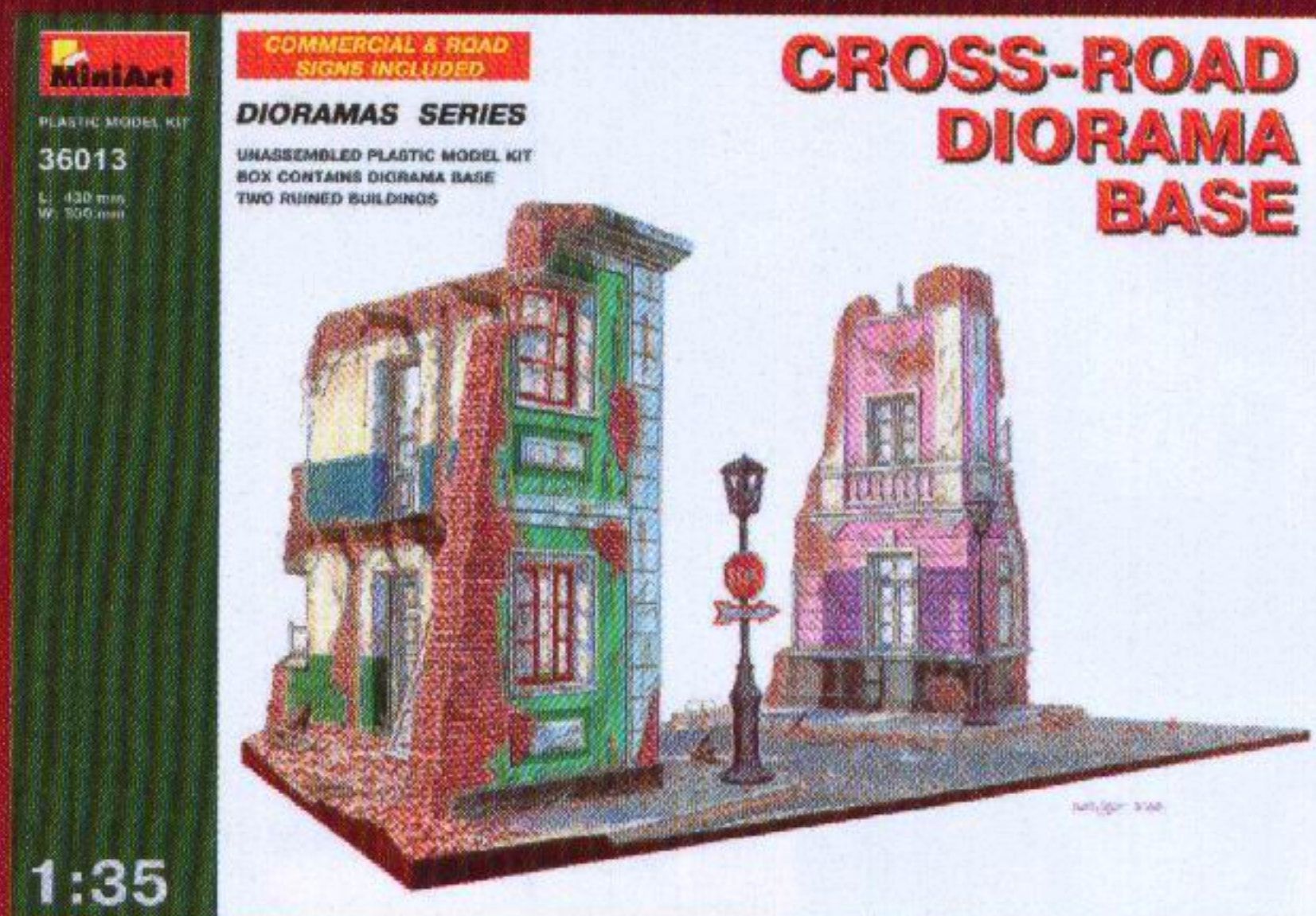
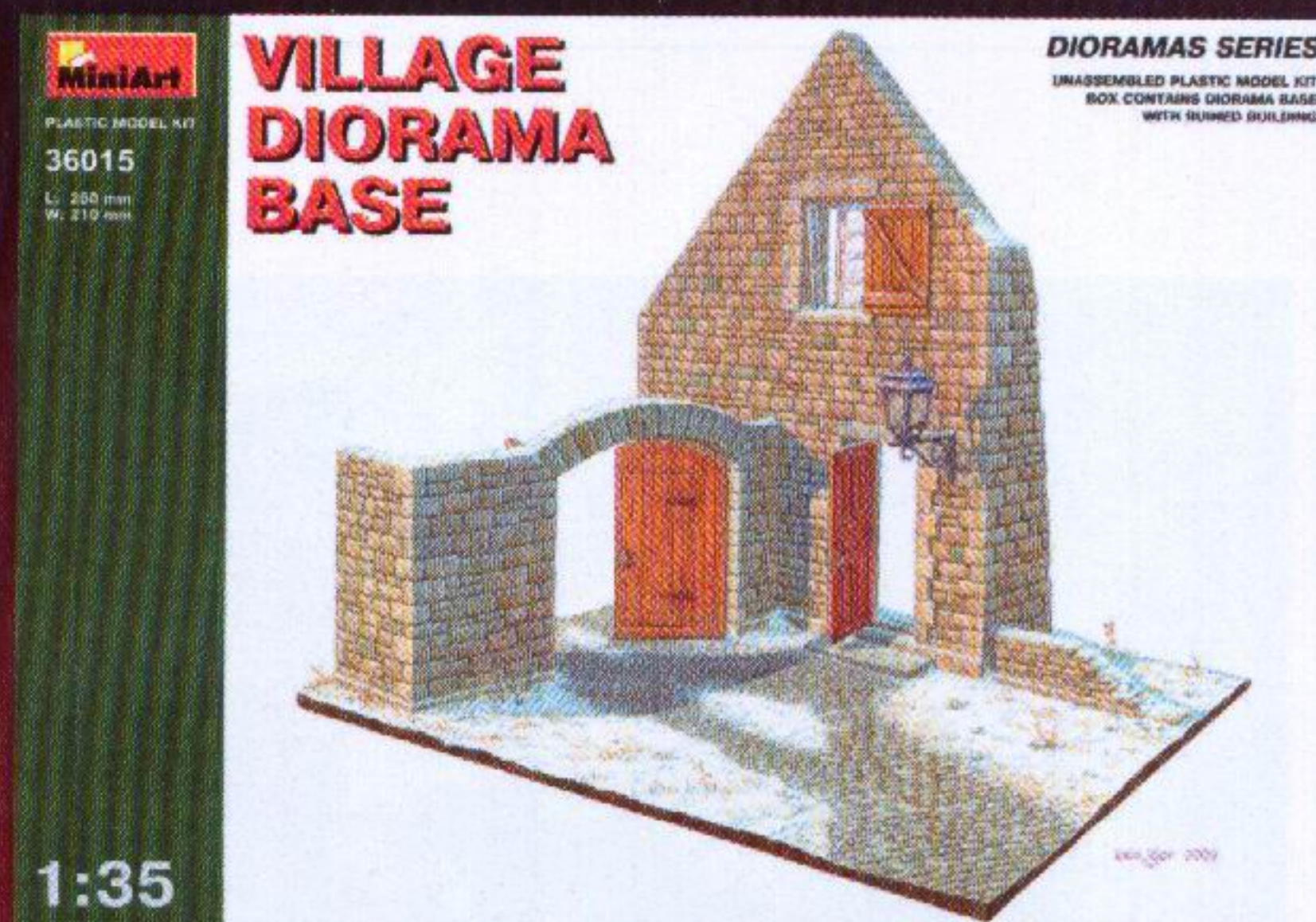
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Aircraft Highlights

Two Sides to Every Story

US Army pilots hated the plane, and so did the Brits. But in their environment, the Russians proved the Albatross to be more than capable. Regardless of what you think about the real thing, Hasegawa's new 1/48 kit is sure to please! It's here and shipping now!

Small Scale

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FRASER'S TWIN NASHERS

The Editor converts Bronco's Staghound Armoured Car into the Anti-Aircraft version mounting the twin .50-cal armed Fraser Nash turret.

First and foremost, I must say that I really didn't like the instructions supplied in the Bronco kit, I didn't think they were very easy to follow and the assembly sequence was daft. It had you fit all of the minor fixtures and fittings to the hull side-panels before actually making up the hull 'tub' itself. This in my eyes is a recipe for disaster and will inevitably result in some of these small and delicate items being broken off more than once during the latter stages of assembly!

Having said that the quality of the tooling, detail and fit is excellent, a huge improvement over their first kit, the Comet.

Setting aside my frustrations with the instructions, the Staghound did assemble really well

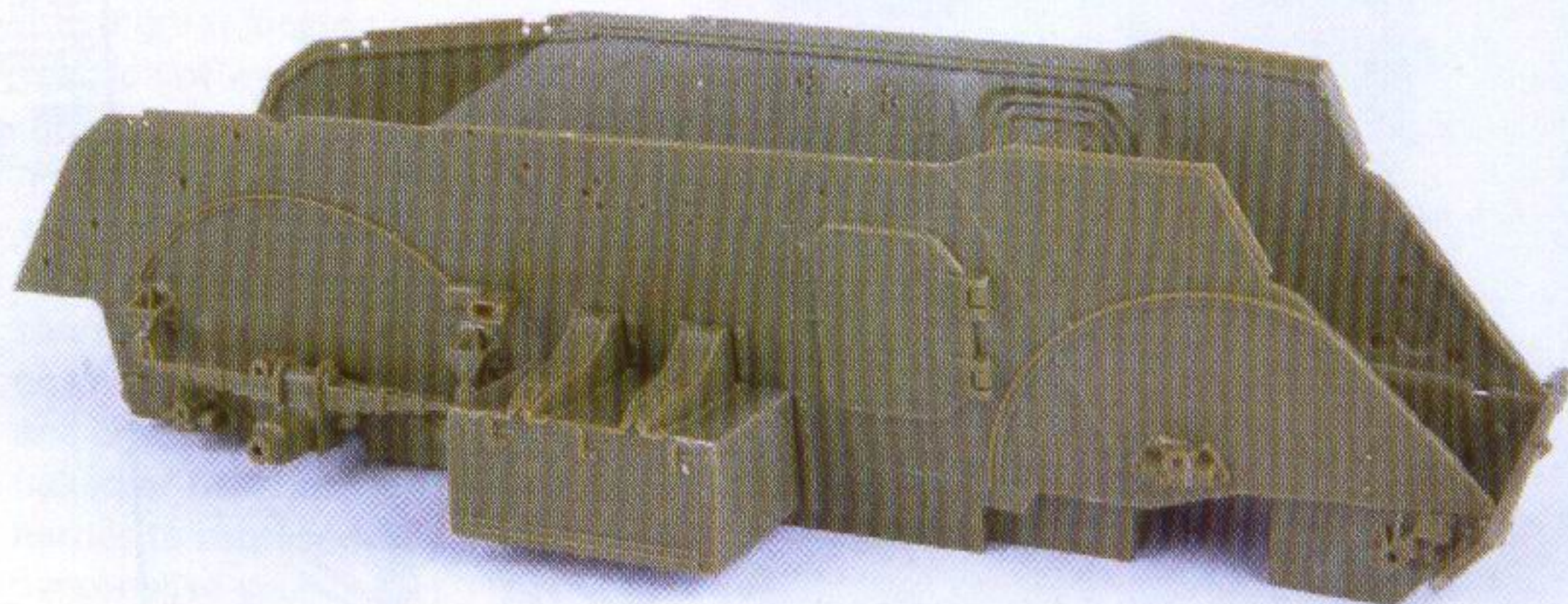
and one I think the aftermarket etched brass companies would struggle to improve on what is supplied in the kit.

Apart from adding some missing weld seams on the edges of the rear plate and between some of the roof plates using a pyrogravure (low-heat fine-tipped type of soldering iron) the only other thing I needed to do was to blank off the hull machine gun housing from the bow plate. Accurate Armour do include a resin plug for this, but it was one of those jobs I preferred to tackle using good old plastic card and basic modelling skill, for me it's those little things that make the model personal and individual.

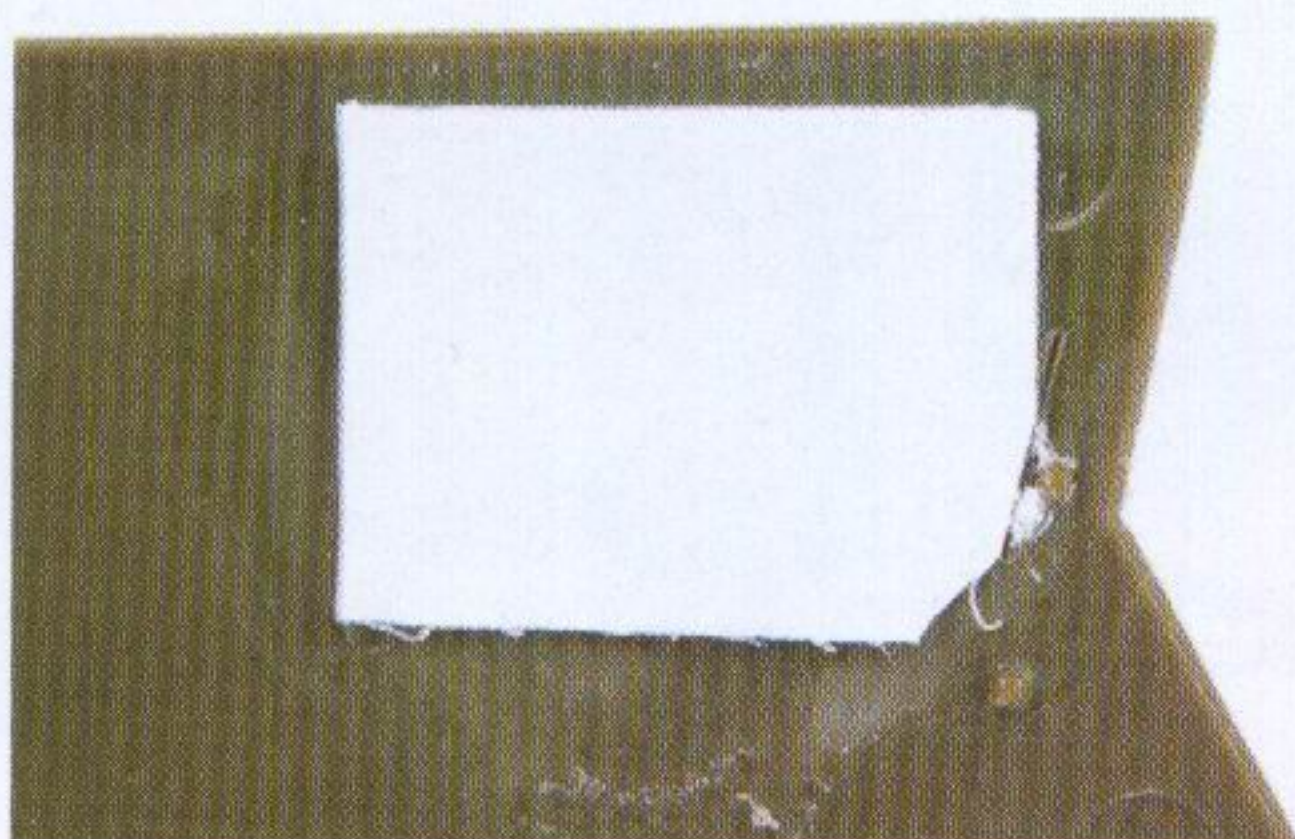
The first job was to blank off the inside of the hole using a thick piece of scrap plastic card

before tracing around the resin plug supplied by AA onto two thicknesses of card. One of 20 thou and one of 10 thou, these were then glued in place using Humbrol Liquid Poly and left to set. Next I added a small amount of filler around the edges and once dry, lightly sanded smooth. At

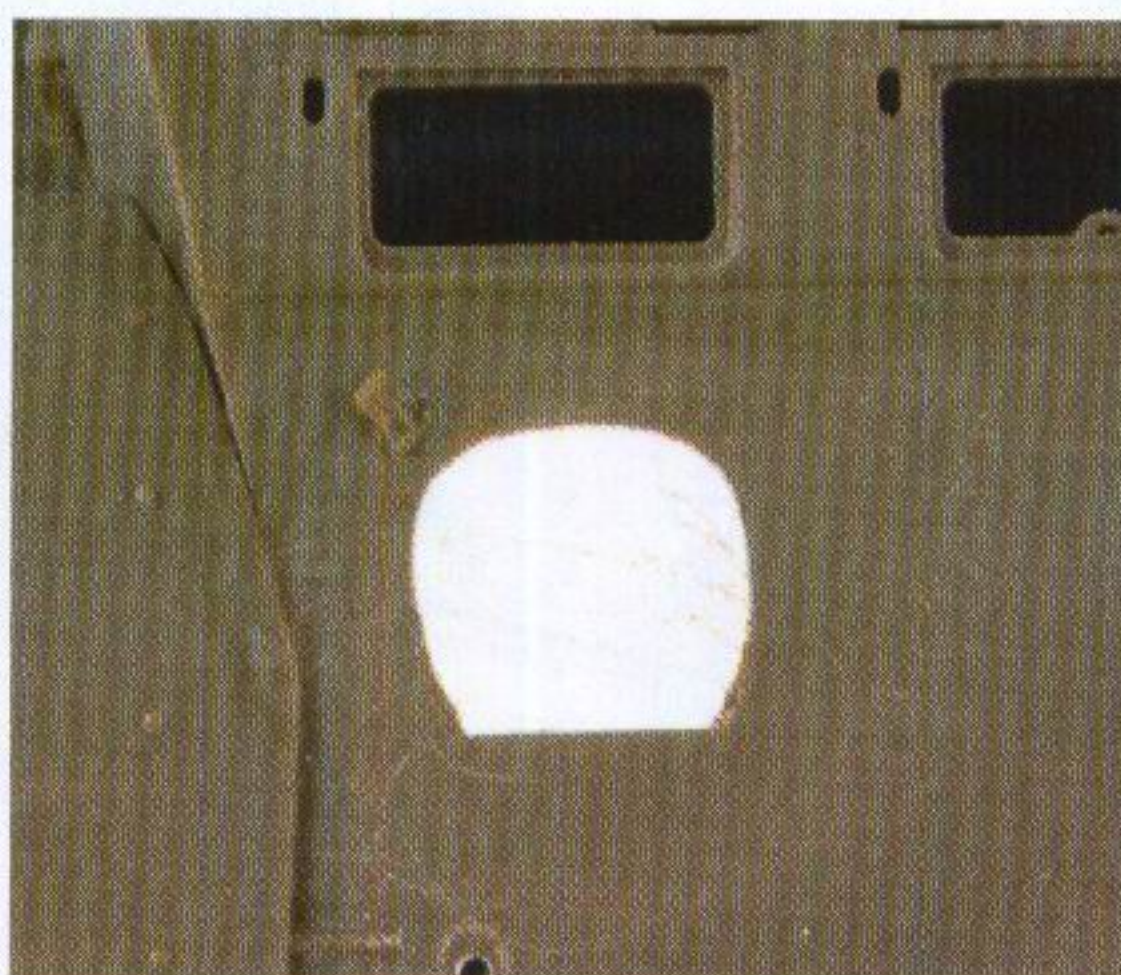
this point I installed the bow plate to the rest of the hull, convinced the plug was perfectly flush with the surrounding plate (see accompanying photo). It wasn't until I had applied a coat of grey primer that it became apparent that this wasn't the case, more of which is explained further on.



One of the unusual features of the Bronco instructions is that they suggest attaching all of the fixtures and fittings to the separate hull panels before actually assembling these parts. I didn't think this was a good idea and decided to assemble the hull tub before attaching all the smaller fittings.



Before fitting the front plate, the hull machine gun housing will need to be blanked off. The Accurate Armour conversion does include a resin blanking-plug, but I preferred to use plastic card for this. The first step was to blank off the inside of the panel with a scrap piece of card.



To plug the opening from the outside, I started by using the resin plug from Accurate Armour as a template and traced around it onto two thicknesses of plastic card 20 thou and then onto a single thickness of 10 thou card. These were then cut out and glued in place before sanding to ensure the plug was flush with the surrounding panel.



Before applying a coat of grey primer, I was happy that the plug was perfectly flush, but once the primer had been sprayed on it became obvious that the plug was slightly proud of the surrounding panel. The easiest way to correct this was to scrape a scalpel blade across the plug until it was perfectly flush.

THE CONVERSION

The Accurate Armour conversion consists of a Fraser Nash opened-top turret with two .50-cal machine guns, a new turret ring, a half figure of the gunner, new exhaust covers, a small etched brass fret and a selection of stowage items. Assembly is straightforward, however care must be taken when removing the bolted-on turret ring from the upper hull before fitting the new resin part. I found this could not be rushed and had to carefully carve and shave the part off using a combination of a Mission Models Micro-Chisel and No.15 Scalpel blade, this is a small curved blade, which proved perfect for scraping away and smoothing off the remaining plastic. Once done the new raised and 'off-centre' turret ring can be fitted and thankfully the instructions make it very clear how to place this ring correctly, so it all lines up correctly.

The turret itself has been produced in such a way that the half figure of the gunner has to be installed, as the bottom of the turret doesn't have a opening for the gunner's seat. Some modellers

may have wanted this feature but as Bronco don't include any form of interior I think AA have gone with the most sensible option and to be honest when the gunner is in place it is hardly noticeable and more importantly keeps the cost of this conversion down to an affordable price.

As usual I couldn't help but add a little extra detailing in the form of some Aber etched brass .50-cal ammunition belts for the gun, AA do supply the belts cast integrally with the turret, but I felt painting the resin parts would never have that same realistic metallic look as real brass! The next addition was pure luxury, and that was to replace the barrels on the resin .50s with the beautiful turned brass items from Armorscale. The one area where some care and a bit of patience will be needed is regarding the assembly of the gunner's sighting mechanism, even though the photos provided in the instructions are clear enough, my two semi active brain cells got a little confused and couldn't quite figure out exactly where the 'sight frame pivots' (part 22) attached.

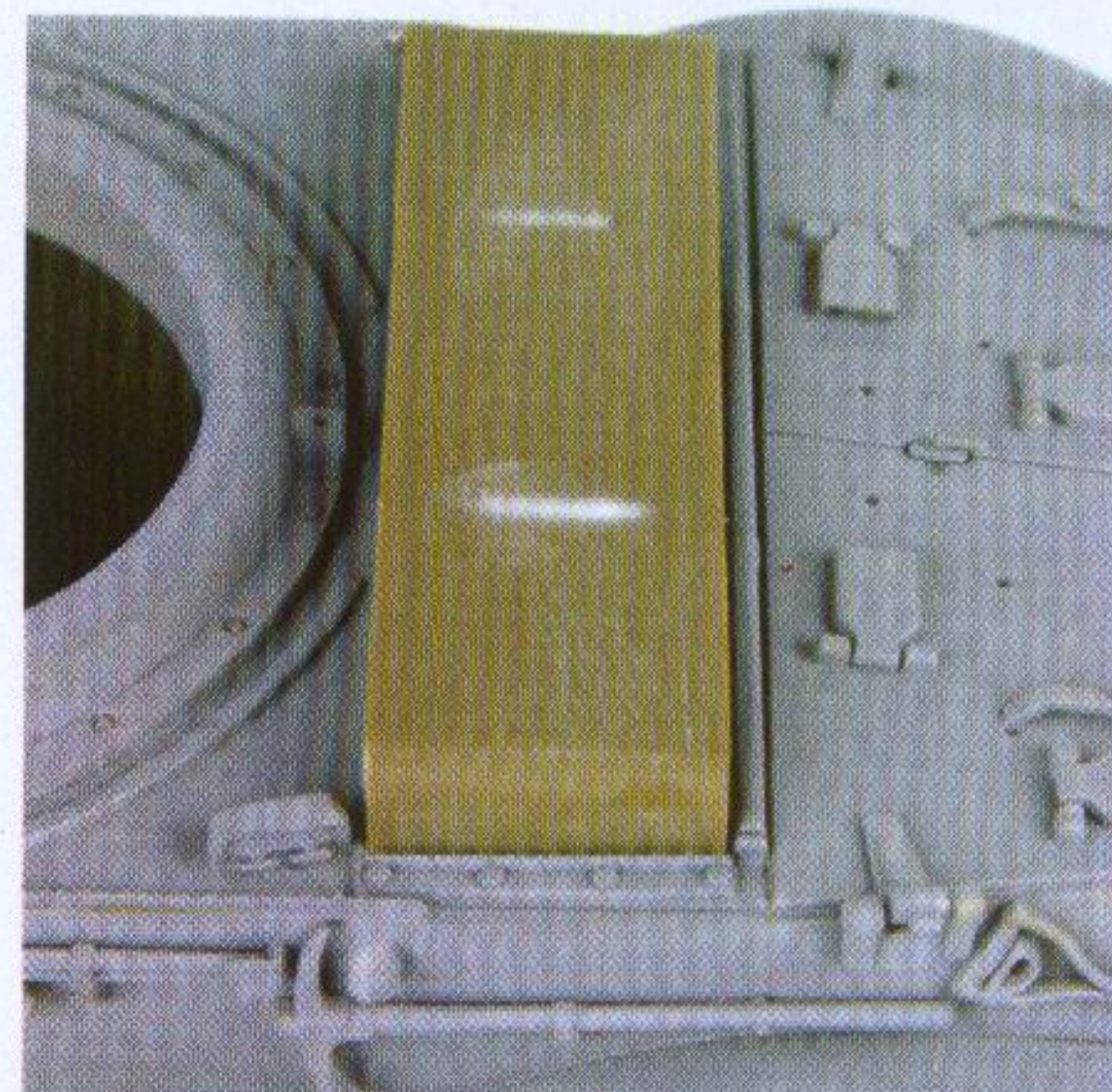
The last thing to add was the 'B'

aerial mount, which fits at the very front of the driver's side of the hull front and knowing how clumsy I am I decided to strengthen the join by first drilling a small hole in the side of the hull as well as one in the base of the aerial to except a short length of brass rod. This offered me a much stronger joint and lowering significantly the chance of 'twanging' off the aerial every time I picked up the model or moved the turret for the photos.

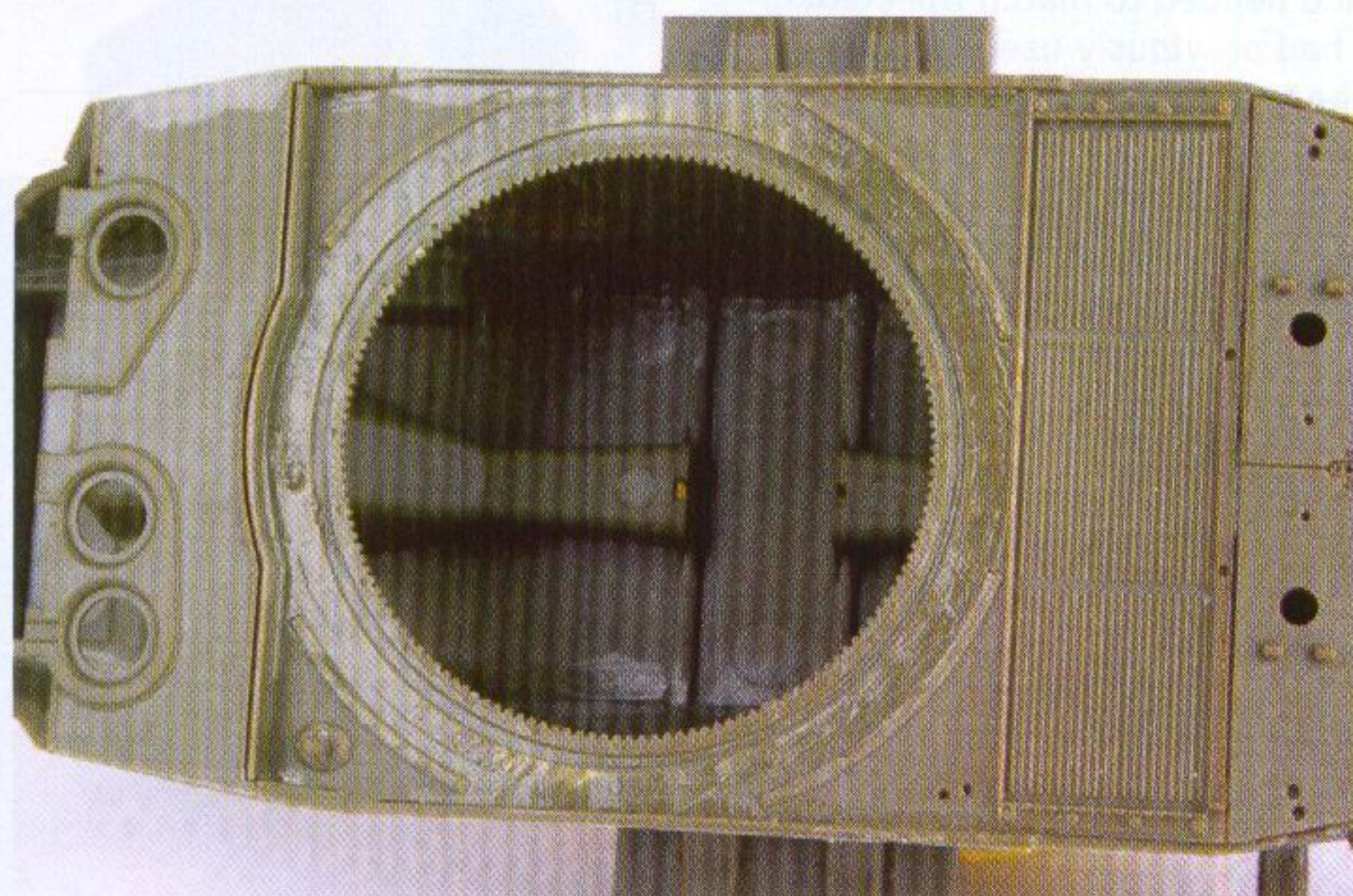
PLUG AND PRIMER

Once the model had received a coat of acrylic grey primer a couple of areas that required some further attention came to light. These were the cover for the engine louvres and the plug I had fitted to fill the machine gun port on the glacis plate. The louvre cover suffered from a couple of sink marks, which were filled with some Revell putty then sanded smooth. The plug required a bit

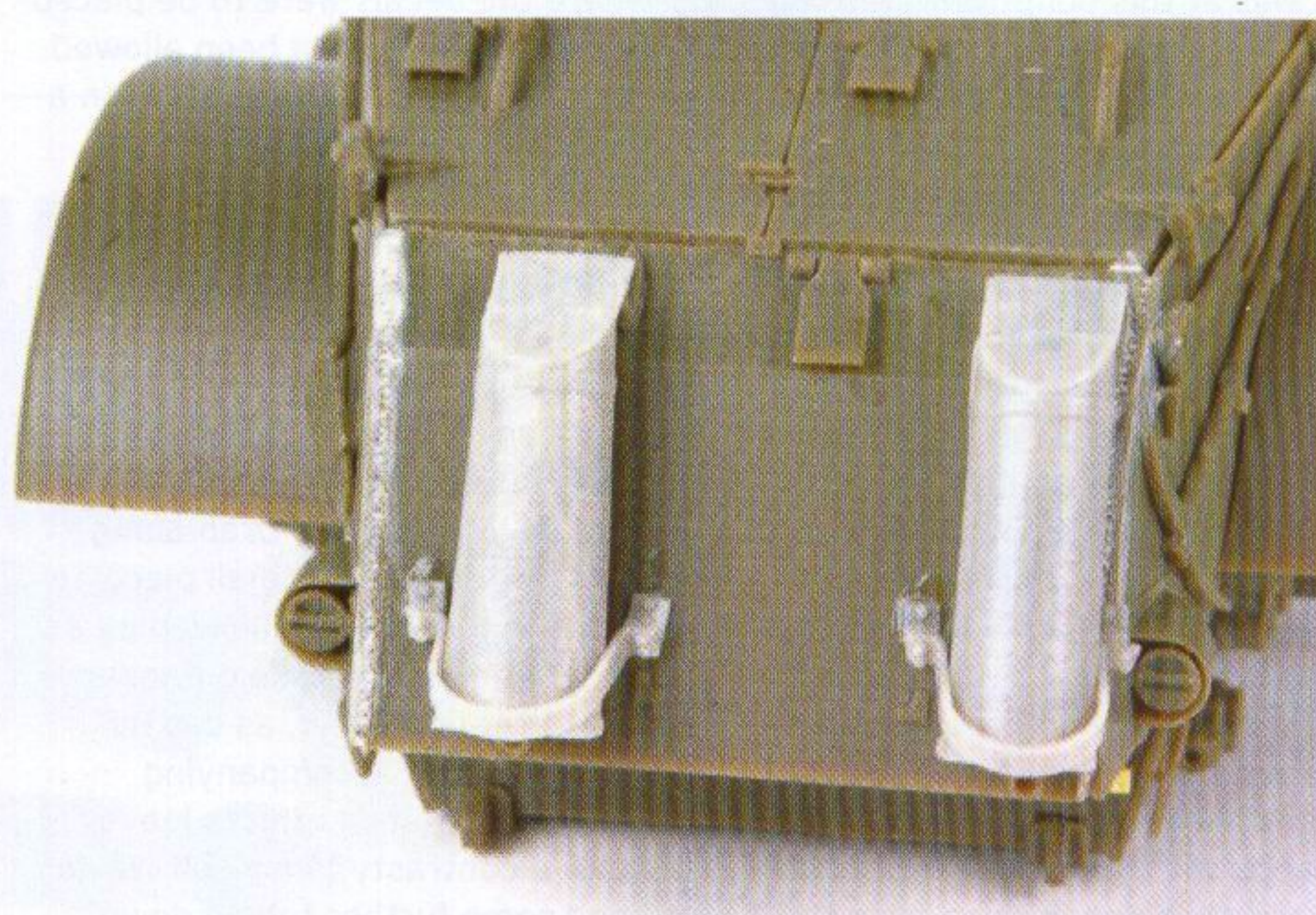
more work, as it was only after the primer had been applied that it became apparent that the plug was slightly proud of the surrounding kit part. Instead of more sanding, I decided to try back scraping the plug with straight-edged scalpel blade. This worked really well and only required the lightest sanding to finish off, but just to be safe the glacis was given a quick blast with more primer to make sure. ►



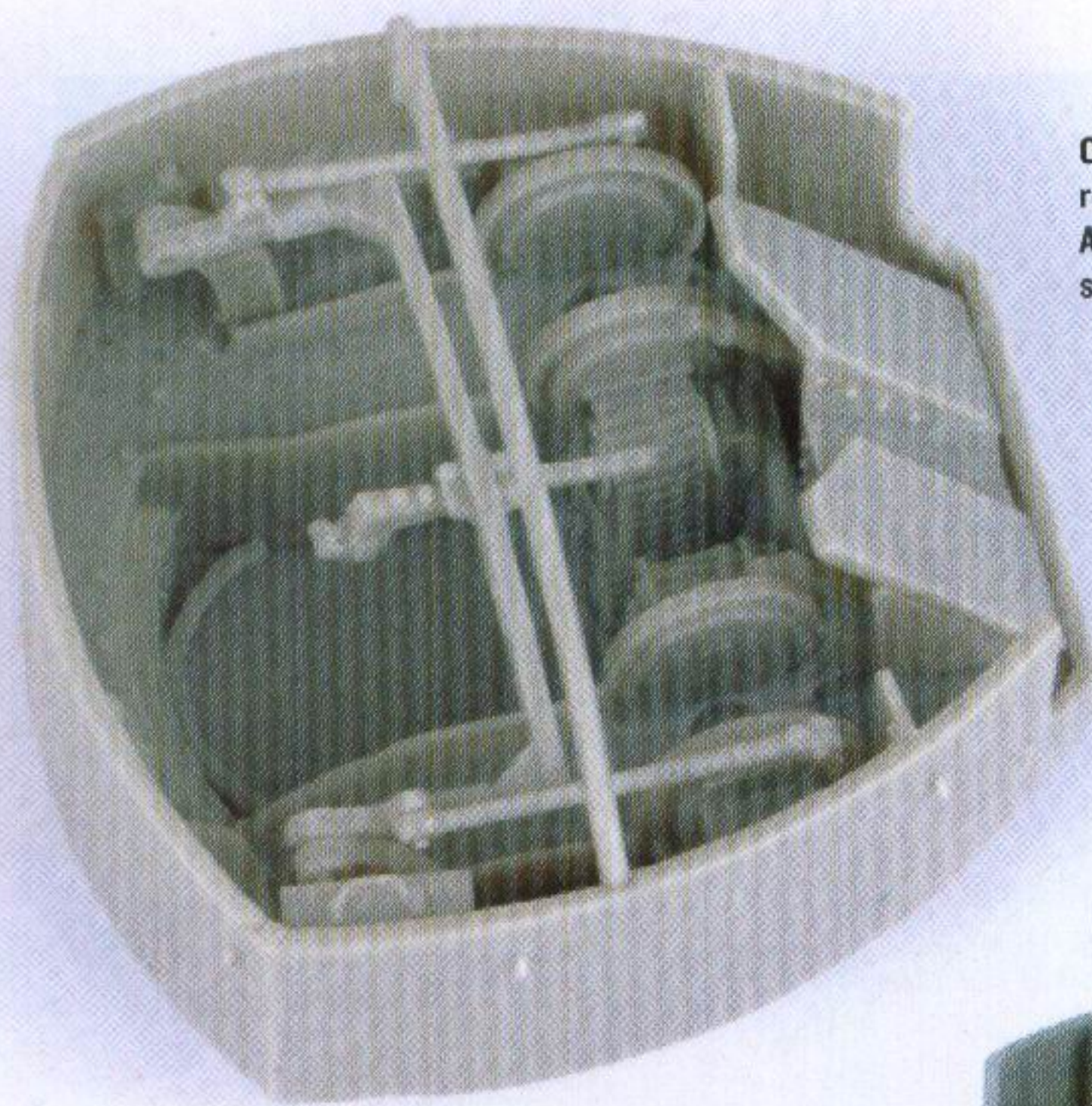
The engine-grille cover suffered from a couple of sink marks, these were dealt with using some Revell putty followed by some careful sanding with a couple of different grades of Master Casters' sanding pads.



As part of the modification process to fit the AA conversion, the raised turret ring needs to be removed, this was by far the trickiest part of the entire build as it required the ring to be removed without damaging the surrounding detail. This was achieved using a combination of a Mission Models Micro Chisel and a No.15 scalpel blade.



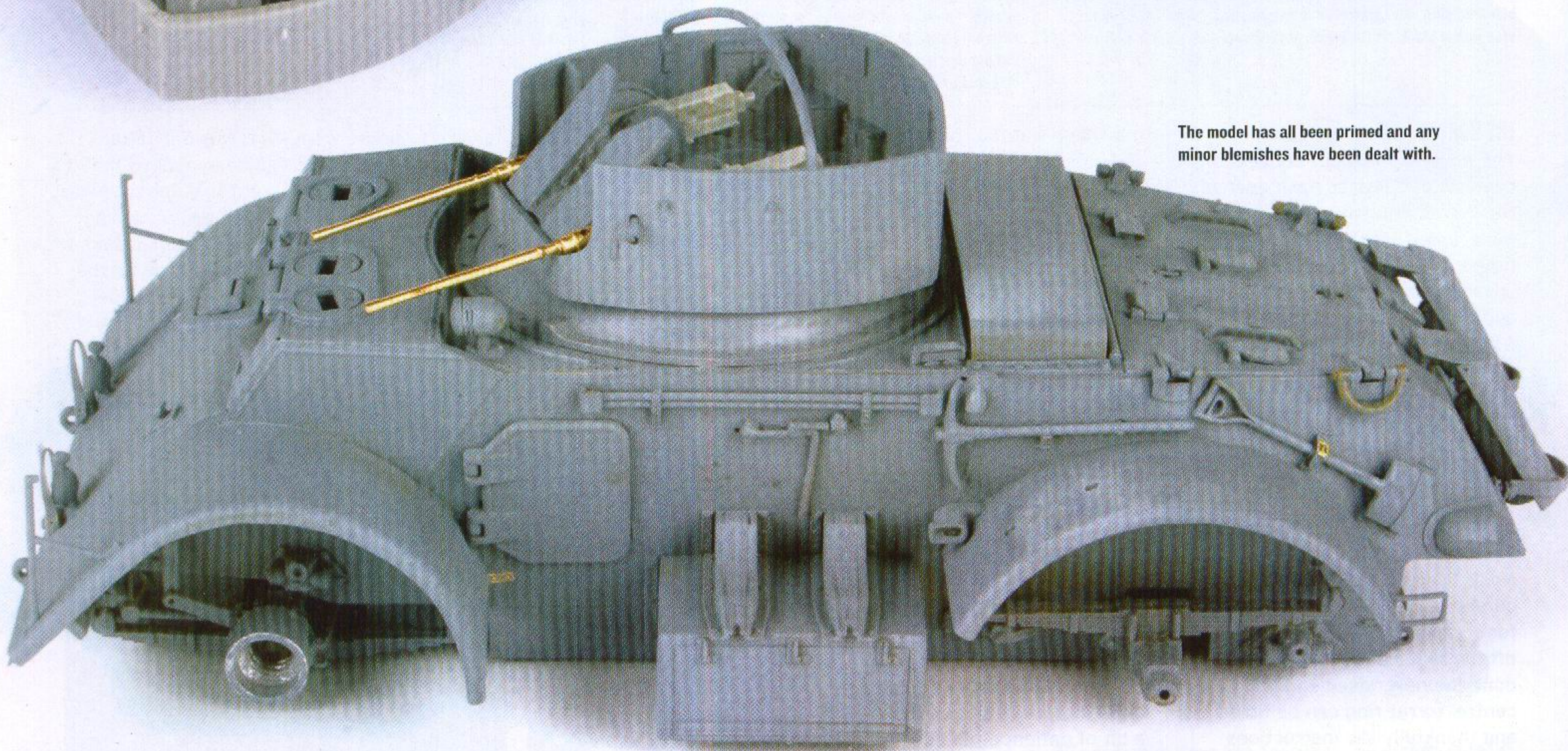
Included in the AA conversion are these new resin exhaust guards and brackets. Note also the weld seams added to the edges of the rear plate.



Close-up of the turret interior, this photo really shows the level of detail included in the Accurate Armour conversion. The gunner's sighting frame has been faithfully reproduced.



The only change to the basic conversion was to change the gun barrels on the resin .50-cal machine guns with these superb turned brass items from the Armorscale range.



The model has all been primed and any minor blemishes have been dealt with.

PAINTING

After a coat of grey primer I gave the model a solid base coat of Vallejo Modelcolor Olive Drab, this was followed by misting Vallejo Modelcolor Russian Uniform Green. It was at this point that I felt the colour wasn't exactly how I wanted it to turn out, what sprang to mind was Les Smith's Firefly in issue 26 where he had used a Golden Ochre oil paint to add some depth and warmth to the base green. Les used oil paints, which due to their nature take a very long time to dry fully. I'm way too impatient to wait for oils to dry so I thought I would try misting on some Vallejo Game Color Yellow Ink, which pretty much gave me the effect I was after, I think I will need to maybe further refine this by mixing other inks to vary the final tone. Now I had a base shade I was happy with, I set about adding the waterslide decals, also from the Accurate Armour range. As these waterslide decals are printed at

the Fantasy Print Shop for AA, quality is guaranteed and they go on really well and once dry reveal the 'painted on' look. These were applied by first brush painting Johnsons Klear onto the areas where the decals were to be placed and once on and had been allowed to dry fully, the model was given a misting of Vallejo Matt Varnish.

STARTING THE WEATHERING

First of the weathering processes, and for this I used the same technique as on the Tamiya 1:48 Sherman I built back in issue 28 and this involved first stippling the original Vallejo Olive Drab along all the edges with a small piece of sponge. This was followed by a very thin wash of Vallejo Panzer Aces Tracks' Primer, as can be seen from the accompanying photos, these two effects leave quite a contrasty finish and would need some further toning down, which was addressed with a colour wash of Industrial Dirt oil paint

from Abteilung 502. This helped to accentuate the detail and blend the previous weathering effects.

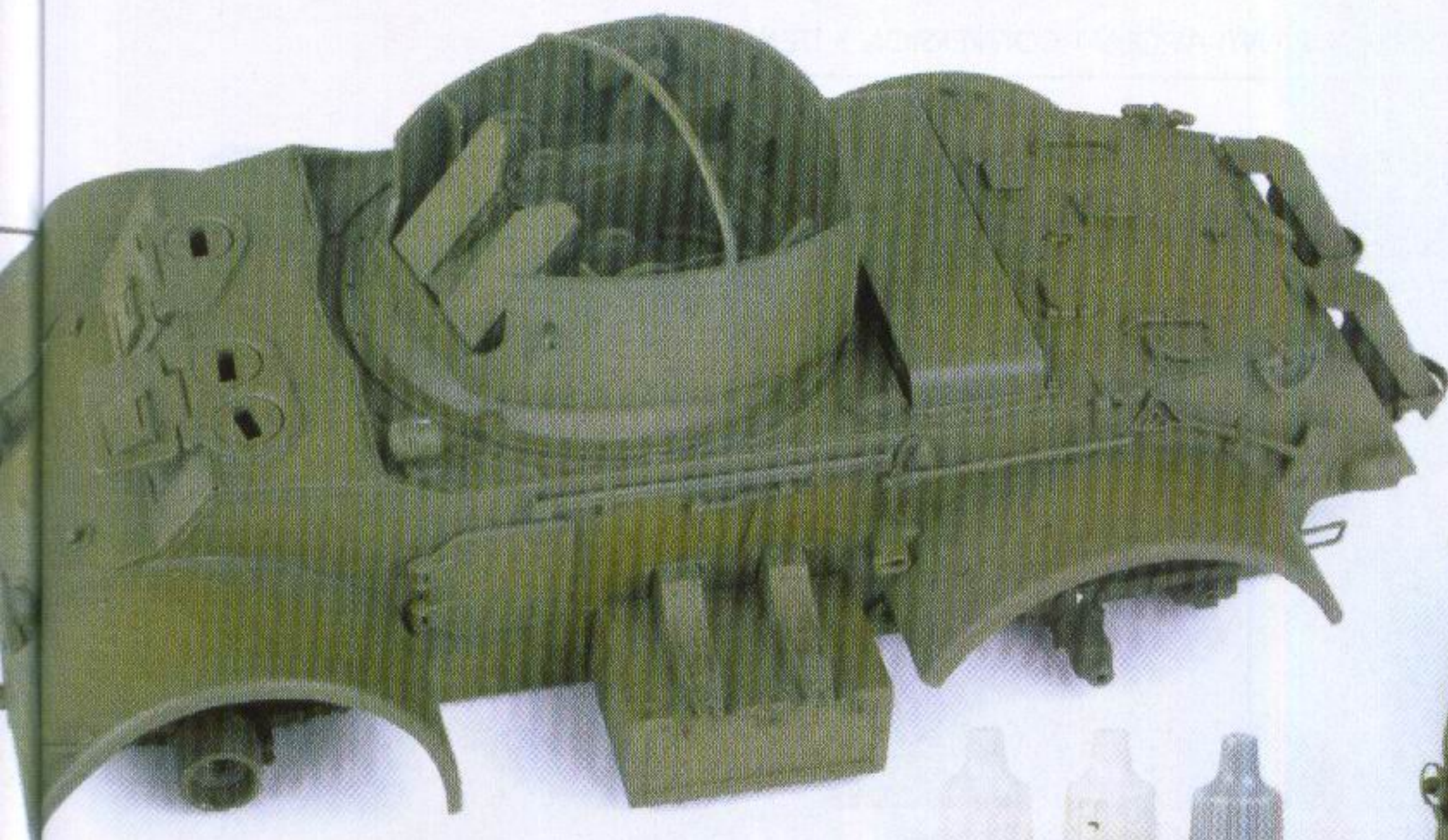
OIL AND DUST

The dust effects I wanted to add needed to match the colour I had previously used to paint the groundwork, which I had been working on over the last few months on the Last Post Techniques' page. Like the sponge applied weathering, the dust technique was again borrowed from my M4A1 article, but this time I used more oil paint and less pigment in the mix. I have found that using this combination of oil paints and pigments creates a very realistic 'chalky' dust, which not only sticks better than pigments alone but has the added bonus of a longer drying time to allow plenty of manipulation or to correct any mistakes.

The last things to do were to add all the stowage from Blast Models and Resicast and to add some oil



The Resin gunner figure included in the Accurate Armour conversion has had the basic flesh colours applied and is in the process of receiving a colour wash to his jacket.



The next stage involved re-applying the original Olive Drab along the edges with a small piece of sponge followed by a wash of diluted Vallejo Panzer Aces Track's Primer. As can be seen in the accompanying photo, this started to create a used and distressed paint finish. The subsequent filters and washes will tone down the stark contrast of this effect, considerably.

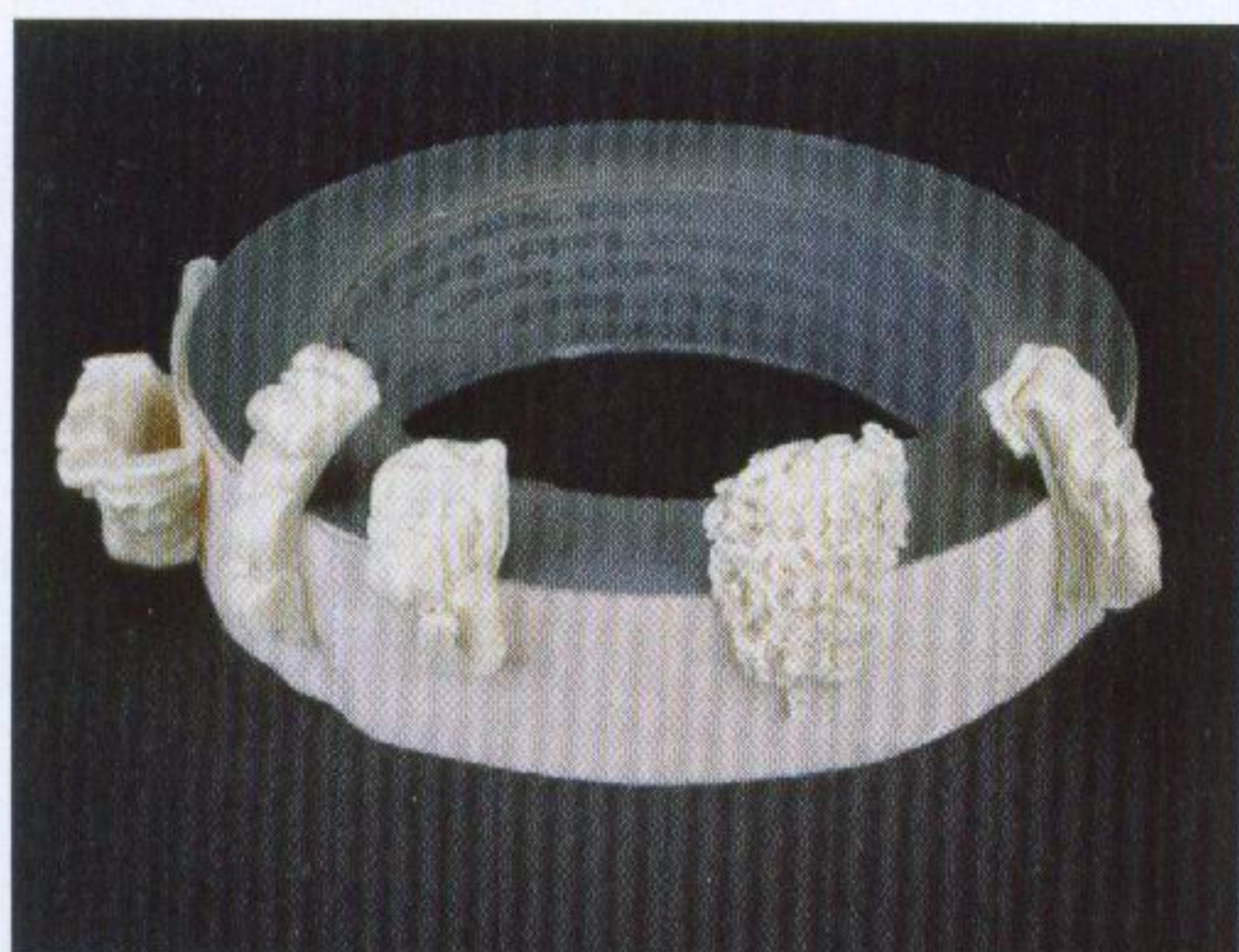
To basecoat the Staghound, Vallejo Olive Drab was applied first, to act as shadow for the pre-shading. This was followed by misting Russian Green into the centre of panels and on the tops of details. Lastly a light overspray with Vallejo Game Ink, Yellow was added to further warm the basic tone.



To paint the tyres the author used the excellent Panzer Aces Dark Rubber. This colour is perfect, straight from the bottle. To get that characteristic rubber sheen the tyres were 'buffed' with a cloth.

The dust the Staghound was to be covered in had to match up with the groundwork, which has already been finished as part of the ongoing Last Post Techniques feature on making simple groundwork. As per the 1:48 Tamiya Sherman I built a few issues ago, I decided to use a combination of oil paints and Mig Productions Pigments. This time I chose Light Mud, White and Black oil paint mixed with Ashes White Pigment and with a bit of experimenting mixed a colour, which was a perfect match for the groundwork.

This mix was then thinned with white spirit before washing over the model. Once dry the excess can simply be wiped off using a finger, cotton bud and a cloth.



The stowage used came from Blast Models and Resicast. To help with the painting a piece of masking tape is doubled over on the roll, so the sticky side is out, then any parts that need to be painted can be stuck on before priming and airbrushing.



The individual items first received a brush-painted basecoat using various Vallejo and Lifecolor acrylics, before applying oil paint colour washes, then once dry a final dry-brushing using lightened tones of the base colours.



The rust effect on the exhaust was achieved by first sponging on acrylic orange followed by further coats with more brown added each time.



The biscuit tin and haversack with enamel mug all came from the Resicast range of WWII British equipment.



This photo shows off perfectly how good the gunner half-figure looks once in place. Note his public school scarf! The ammo belts came from the excellent etched brass set from Aber, available from Historex Agents in the UK.



Standard practice in the British forces has been to paint out any markings on ammo boxes when they are not being used for their intended purpose, as seen here where they are being used to store extra kit for the crew.

stains, scratches (using an HB pencil) and pigment and oil paint rust patches.

WHEELS

For some time I have been using the excellent Vallejo Panzer Aces Dark Rubber, this colour dries to a flat finish. So as to replicate the sheen of real rubber, I buffed them with a soft cloth (OK a beer towel), which I think gives a pleasingly

realistic effect. The dust effect was created using the same process as on the rest of the model, this time making sure the wheels were laid flat to make sure the 'wash' flowed around the details evenly.

CONCLUSION

I really enjoyed this project, the Bronco Staghound made the perfect base kit, beautifully detailed and superbly engineered,

only let down by the poor instructions. The Accurate Armour conversion went together very well, with easy to follow instructions, and last of all the resin stowage items from Blast and Resicast were a joy to paint and really helped bring the model to life. I'm sure by the time this article is published Bronco or Italeri will have produced this version in plastic! ■

Modelspec

BRONCO 1:35 STAGHOUND Mk.1 35017 WITH ACCURATE ARMOUR ANTI-AIRCRAFT CONVERSION

Sets used

Bronco Models 1:35 Staghound Mk.1 kit No.35017
Accurate Armour Staghound AA conversion. No.C089
Armorscale .50-cal Machine Gun Barrels item No.B35-072
Blast Models T17E1 Staghound Stowage set No.BL35124K
Resicast Staghound Stowage set No.1.35230
Aber Etched Brass Ammunition Belts item No.35A47

Paints used

Vallejo Modelcolors
Olive Drab, Russian Uniform, Brown Violet, Game Ink yellow
Panzer Aces Dark Rubber 306
Track's Primer 304
Abteilung 502 Black oil paint
Abteilung 502 Light Mud oil paint
Winsor & Newton White oil paint

Weathering materials

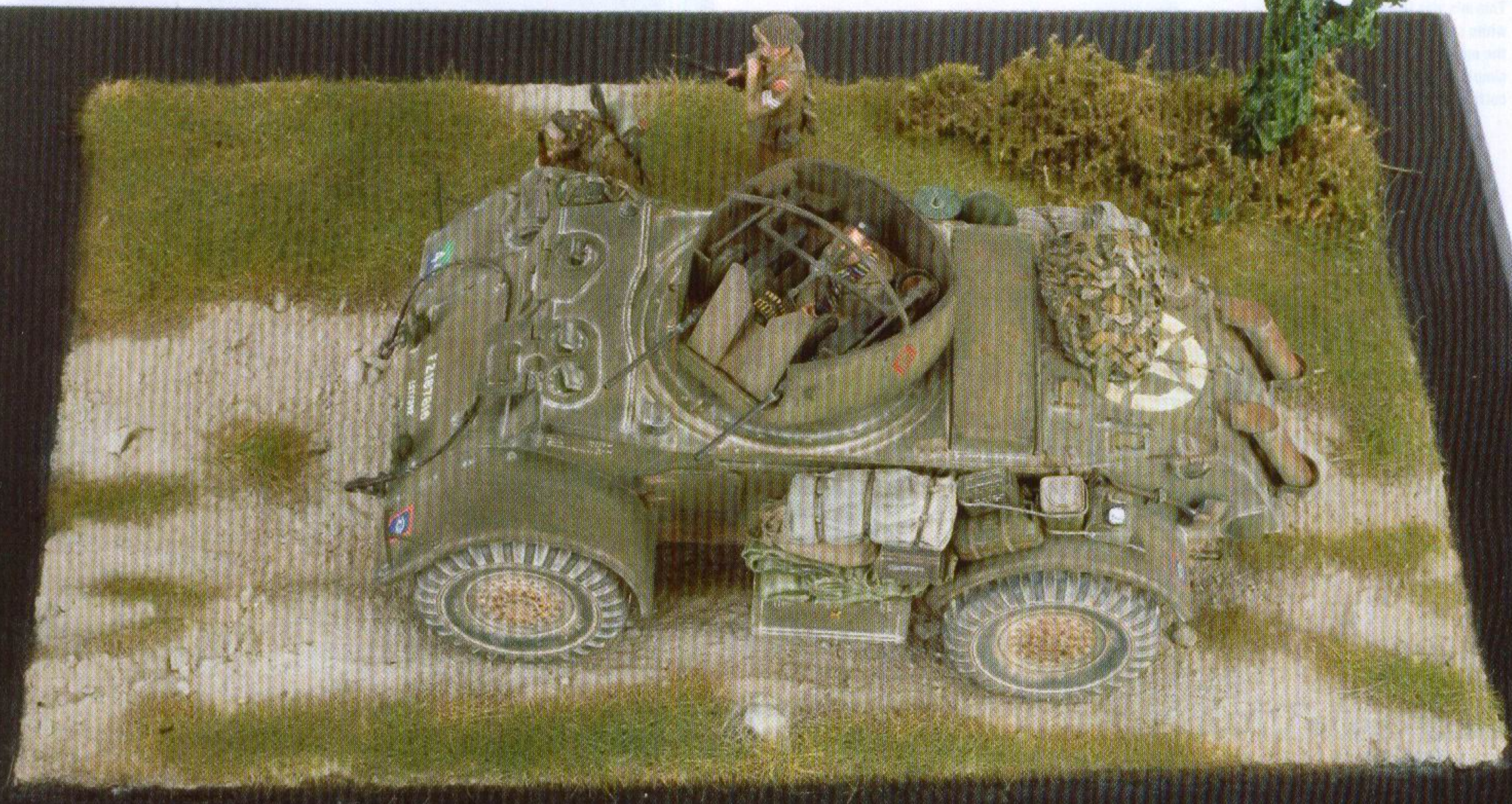
Various Mig Productions Weathering pigment

- ☒ Very good base kit, excellent conversion.
- ☒ Odd assembly sequence with Bronco instructions.

Available from

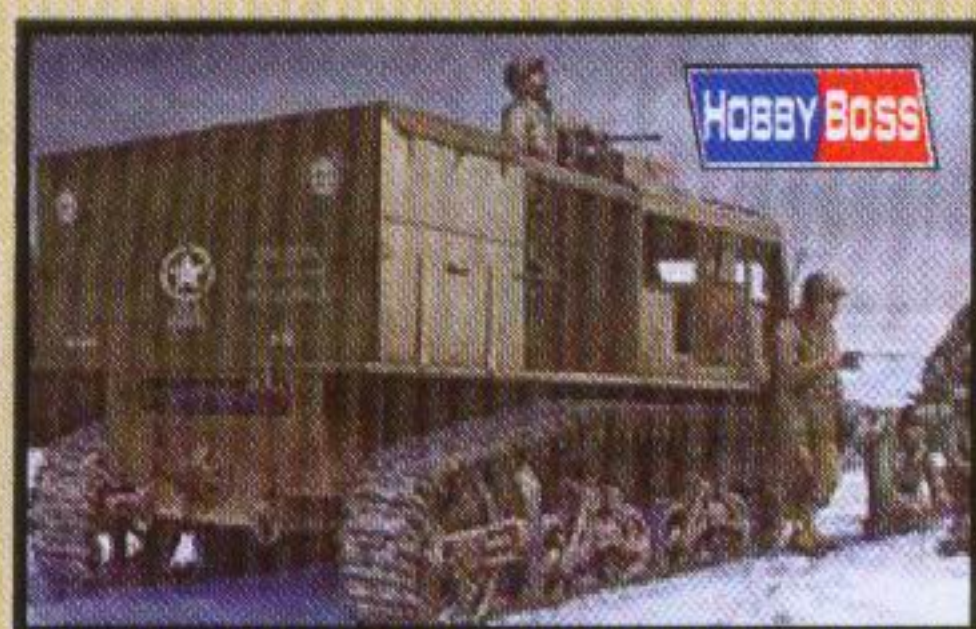
Bronco Models available from Hannants in the UK
AA conversion available direct from Accurate Armour
Resicast direct from www.resicast.com and Historex Agents
Blast Models direct from www.blastmodel.com
Armorscale from www.armour-models.co.uk
Aber available direct from www.aber.net.pl and Historex in the UK

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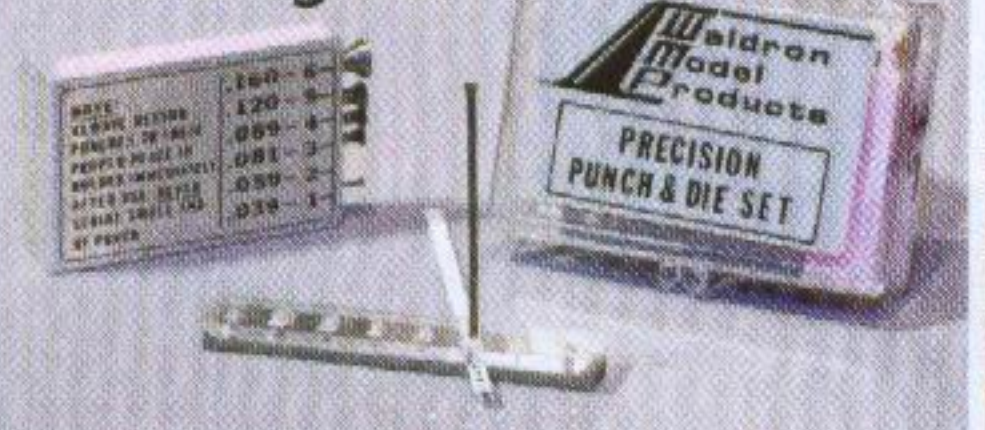
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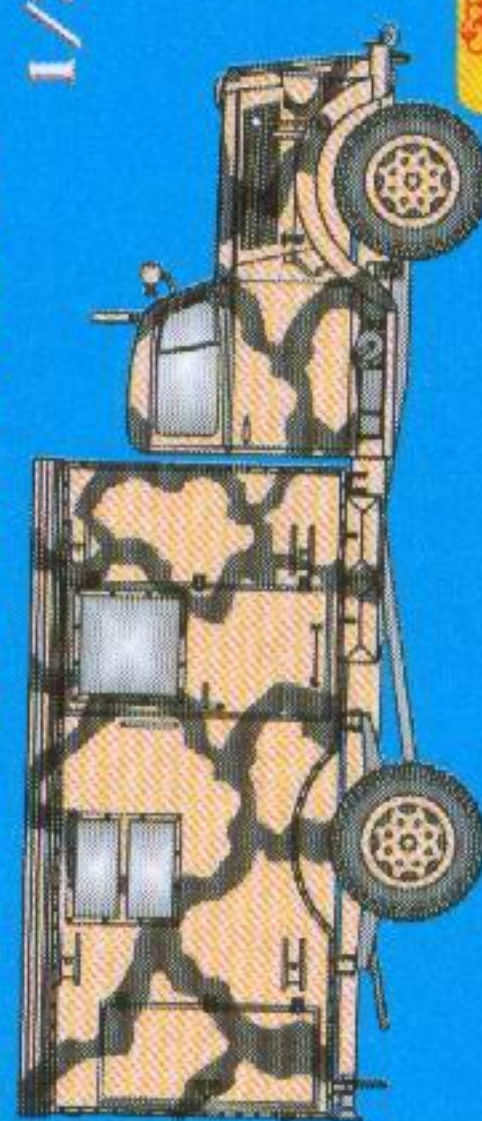
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Opel Blitz "Sonderaufbau"
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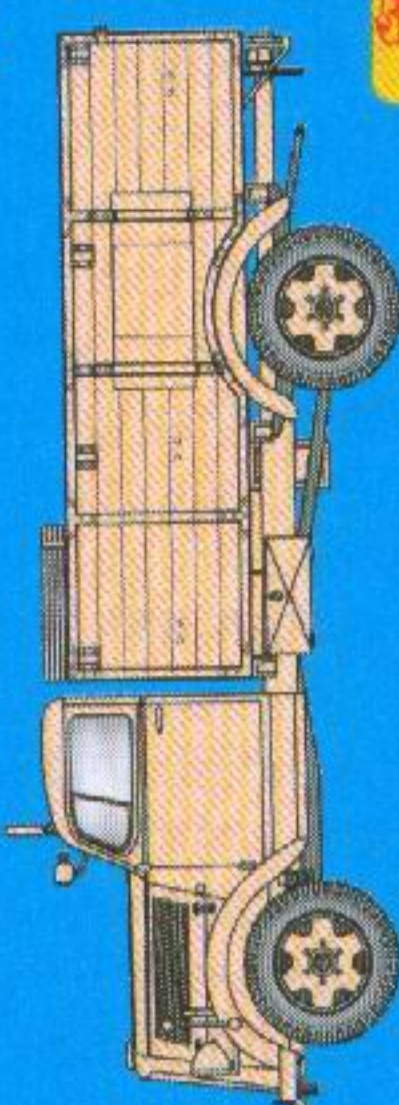
Conversion set for Tamiya kit

Renault UE
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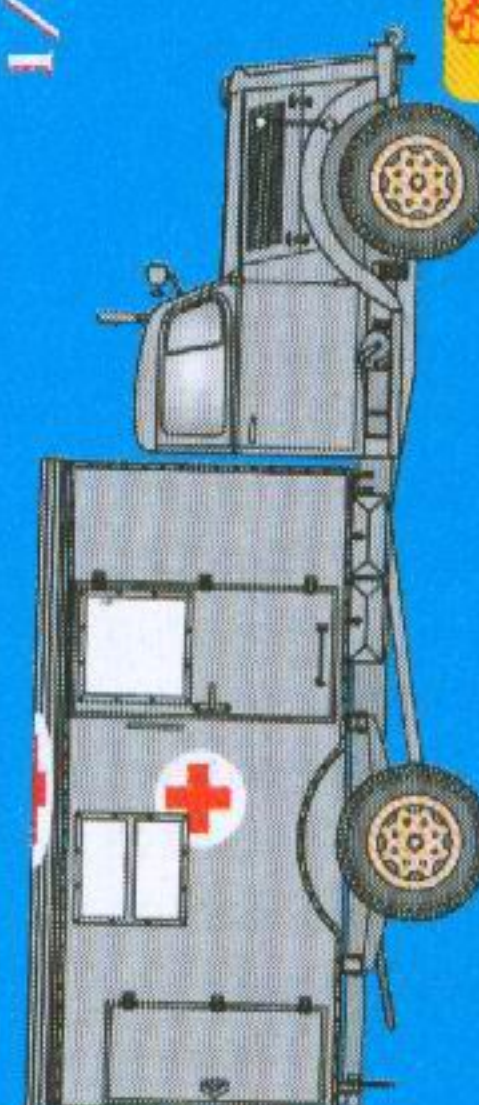
Interior set for Tamiya kit

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DICKER MAX... OR NOT?

Thomas Anderson builds Dragon's Dicker Max and reveals some interesting facts about this very rare beast.

The history of the massive Pz.Sfl.IV lay hidden for a long time, but the recent findings of both original Krupp blueprints for the gun and a successful search for good quality wartime photos enabled DML to produce this fascinating vehicle as a plastic kit.

Information on the Pz.Sfl.IV is rather sparse and so far no construction blueprints have been found in the respective archives, with the exception of one set of factory drawings dealing with Krupp's 10.5cm Kanone. All measurements had to be determined using the available

photos, so the dimensional accuracy can be rated as reasonable at most! The same goes for the accuracy of the interior; it should also be made clear that the driver's compartment and the forward part of the fighting compartment are pretty much educated guesswork.

GETTING STARTED

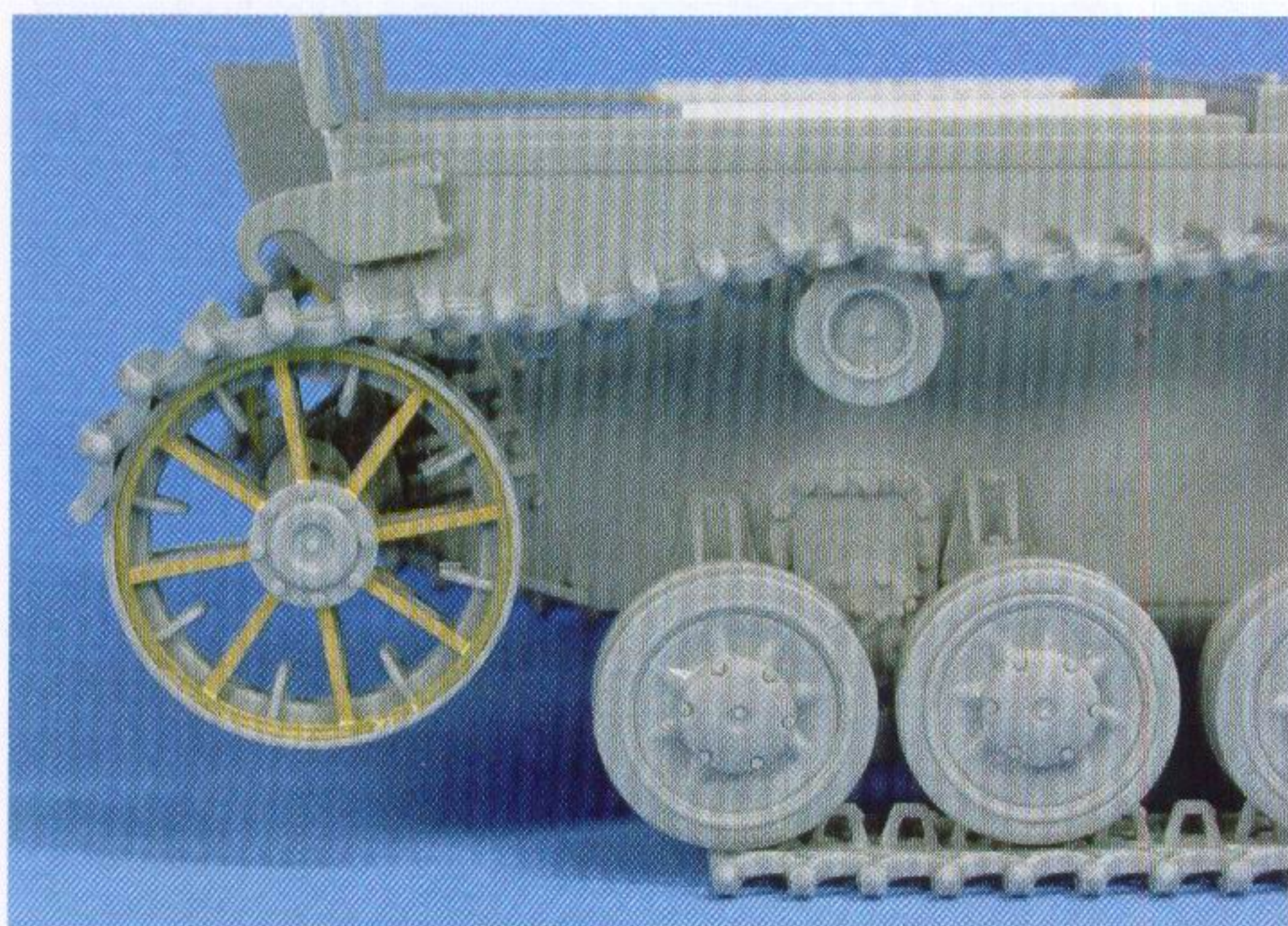
Following the standard DML practice, the kit comes complete with individual-link Magic Tracks, a turned aluminium gun barrel and a variety of useful photo etched parts and as usual, a lot of parts that will be destined for the

spares box. The kit is however not without fault, some minor fitting problems came to light during the construction and some details needed to be improved.

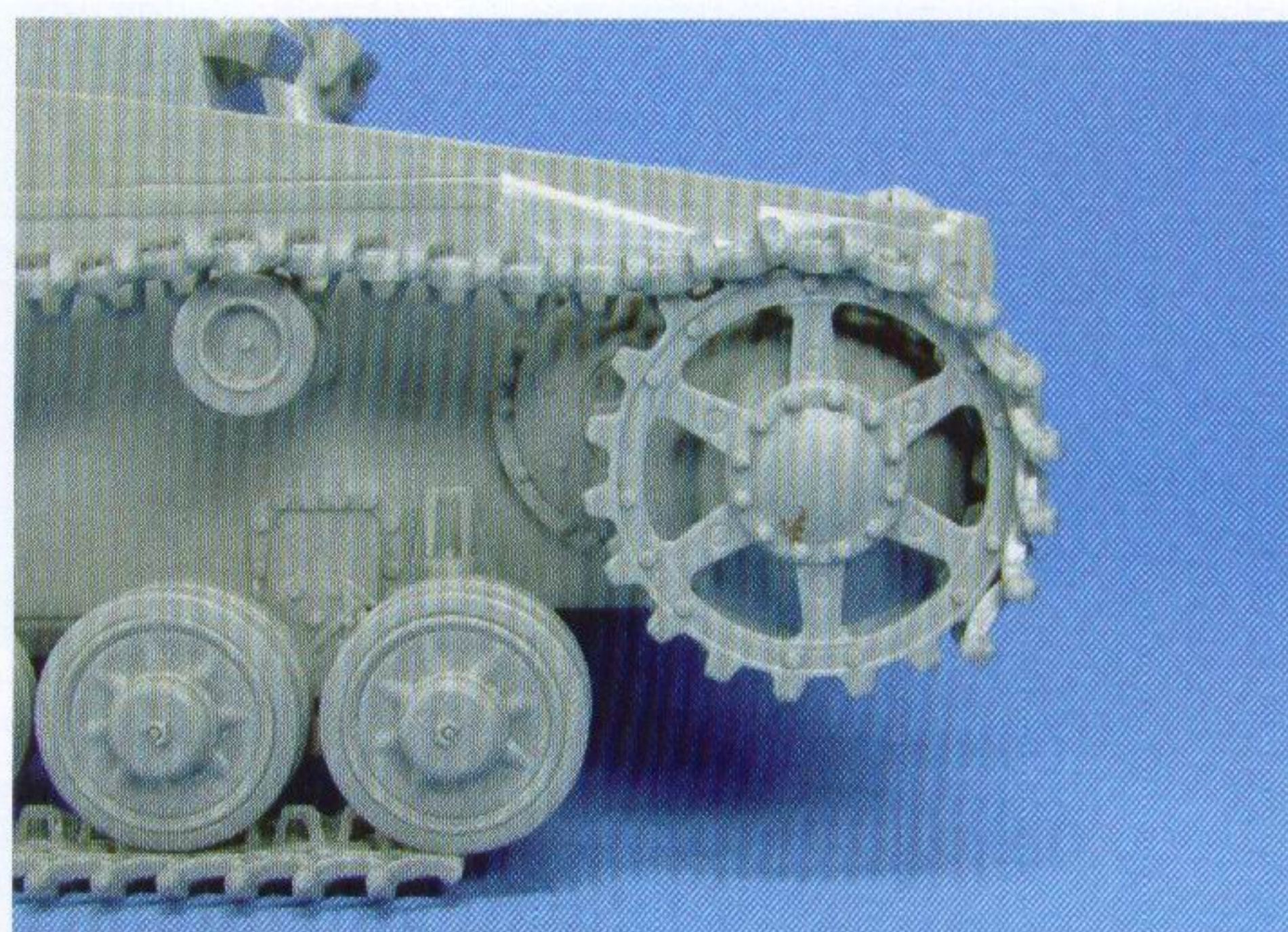
RUNNING GEAR

The suspension can be assembled according to the instructions. Since I planned to do a static model on a wooden base, I glued all the parts of the running gear, including the individual link tracks firmly. I am a fan of DML's Magic Tracks as they offer a great level of detail and accuracy, the links can be simply taken out of the bag and glued together. I started with the drive

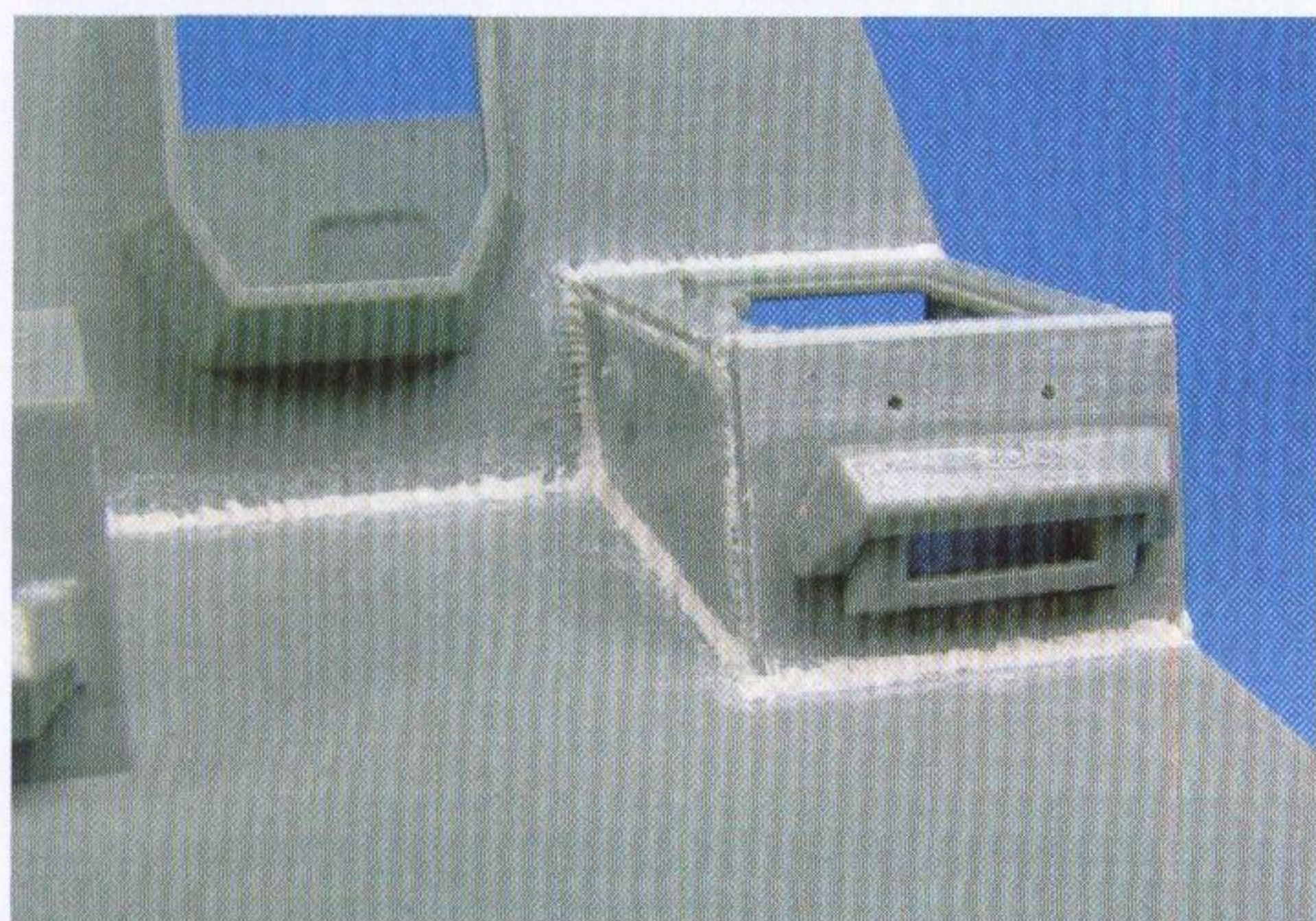
sprockets, attaching nine links to each. Note that neither the first nor the last link should be glued, this way the other track segments can be attached without problems, then the bottom and top segments were assembled and fixed with liquid cement. Since I wanted to represent tracks with quite a bit of sag, I had to gently shape the upper section between the return rollers. When these segments had cured, the sagging top segment was attached to the drive sprocket, sticking it also to the return rollers and the idler wheels. Further single-track links were connected link-by-link around the idler, then



The kit's Magic Tracks have been used on the author's model and have been glued firmly in place with liquid cement. The sag between the return rollers was imparted while the glue was still setting.



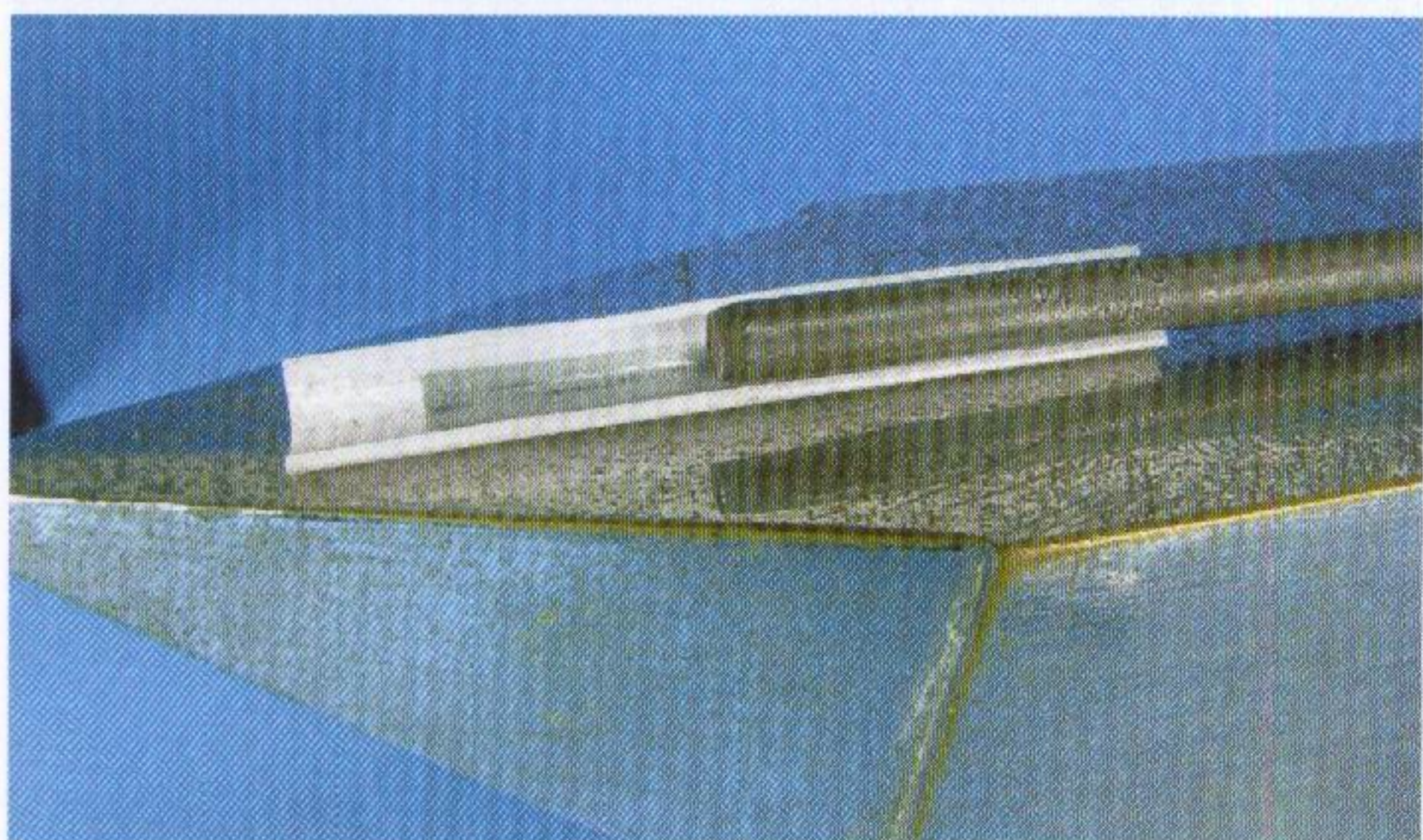
Here we can see the road wheels on the first suspension unit are fitted with earlier pattern hub caps. Smaller sections of track will be made up to fill the gaps between the sprocket/idler and bottom run.



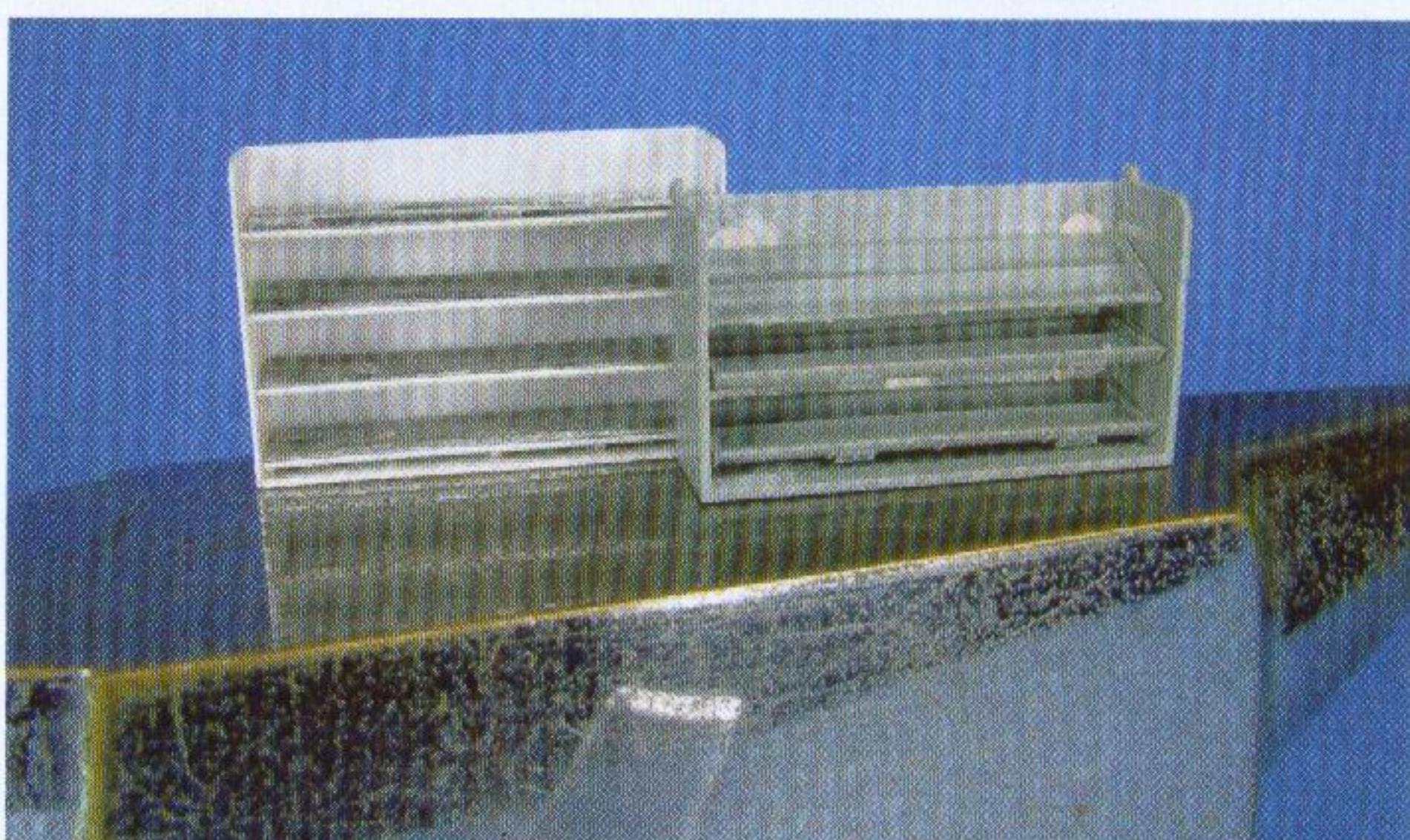
A closer look at the driver's compartment. A new weld seam was added using thinned modelling putty fed through a syringe.



The ejector pin marks had to be filled and sanded. The author added a weld seam at the bottom. The pivot shows the kit's worst problem: the complete surface had to be raised by 3 mm (see plan 3).



To make the corrected cartridge trays, thin metal foil was bent to shape in a segment of plastic tube with the aid of some metal rod.



A direct comparison between the DML part and the scratch built box. Note that the scratch built stowage bin contains four shelves rather than the incorrect three shelves of the kit part.

the bottom segment was extended until it matched the gap. The modeller should make sure that they get the direction of travel correct when fitting the tracks; correct direction of travel seen from the front, the outer ends of each link forms an inverted 'V'.

THE HULL

It is unfortunate that the hull (Part X) showed distinct warping in my sample, with both sidewalls leaning

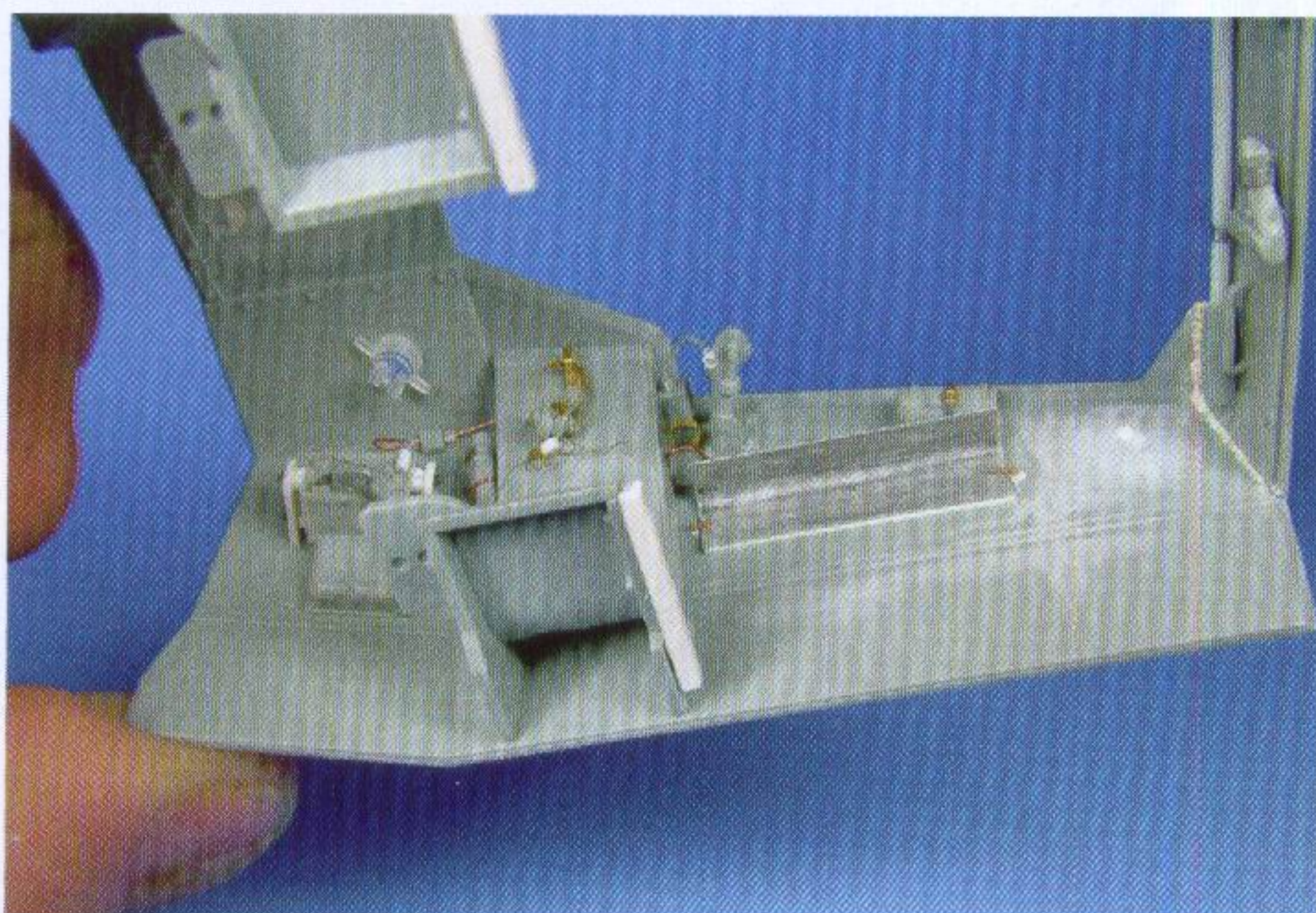
in a bit, but to correct this, DML provide part K3 to force the hull walls apart and together with the rear plate (C16) this procedure works, but the following parts K6 and K7 do narrow the width of the interior. I decided not to change this flaw (a decision I soon regretted). The large transmission cover (C20) can now be bonded to the hull, as can the track guards, driver's compartment and dummy compartment along with

the superstructure front plate (C19). It is important to continually dry-fit the large superstructure part (C24) during this phase to ensure correct alignment. I was pleasantly surprised that this part fitted perfectly between the front and rear plate and any small join-lines still visible could be hidden by adding the missing weld seams, once the part had been glued in place. Note that at this point it would be easier to

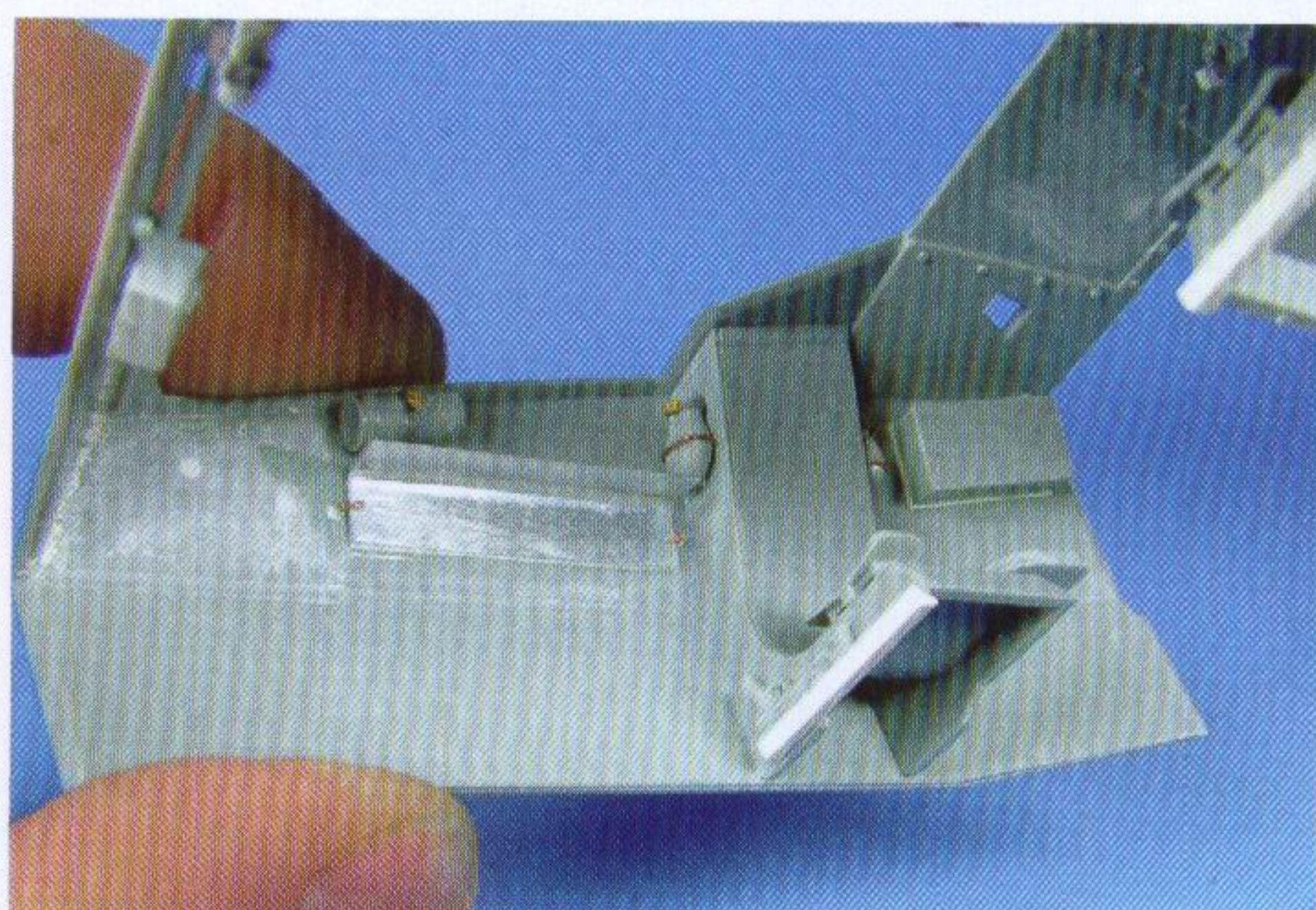
paint the interior before actually permanently fixing part C24.

THE FIGHTING COMPARTMENT

The lack of information led to a problem in the area below the gun, except for the large engine air vents, no detail of the forward part of the fighting compartment is really visible in any of the surviving photos of the original vehicle. For this reason DML has mounted the gun on what looked to me a rather



The superstructure seen from below. The radio set was improved. A sheet metal replica, secured by sash fasteners, replaced the folding lid of the cartridge box.



The left side. Two MP40s were attached to the ventilation shafts. This detail is easy to reproduce; the submachine guns cover the only visible gap.

◀ fragile structure, that would not be capable of supporting its weight and certainly not the massive recoil forces when firing! Since this was obviously wrong, I decided to raise the roof plate over the engine by adding 3mm thick plastic card. This was quite tricky, as on the one hand this part had to fit between the side plates of part H, and on the other between the front plate C19 and the ventilation domes (K1, K4), see plan 3, the half-round cutout leaves room for the gun's pivot. It should be clear that the

superstructure (C24) still has to be dry-fitted repeatedly.

The driver had a small window to view into the fighting compartment at his back, but actual communication was made via speaking tube. I inserted a new, smaller window into the aperture of part C19, which I had to best guess, as there are no exact dimensions available.

The large part K3 was possibly the ominous "Luftschutzraum" (literally air raid shelter) quoted in a German after action report. Some

of the ammunition was stored here, so a quick access to it in action was not possible. One of the wartime photos shows a upturned Pz.Sfl.IVa. This vehicle was destroyed by an internal explosion; the belly plate had been ripped open right at the position of the "Luftschutzraum", I added some basic structures to this simple-looking part, see plan 4. Anyone wanting to model this, should refer to the Panzer Tracts No.7-1 for further information.

GUN AND MOUNT

Because the original blueprints of Krupp's gun were available, Dragon have done a good job of recreating the 10.5 cm Kanone. I felt it still needed to be improved a little, mainly adding a better detailed gun sight according to original documents, see plan 1 and 2). The periscope (F28) is also far too small and feeble, so I replaced it with a suitable part from a scissors periscope from my spares box.

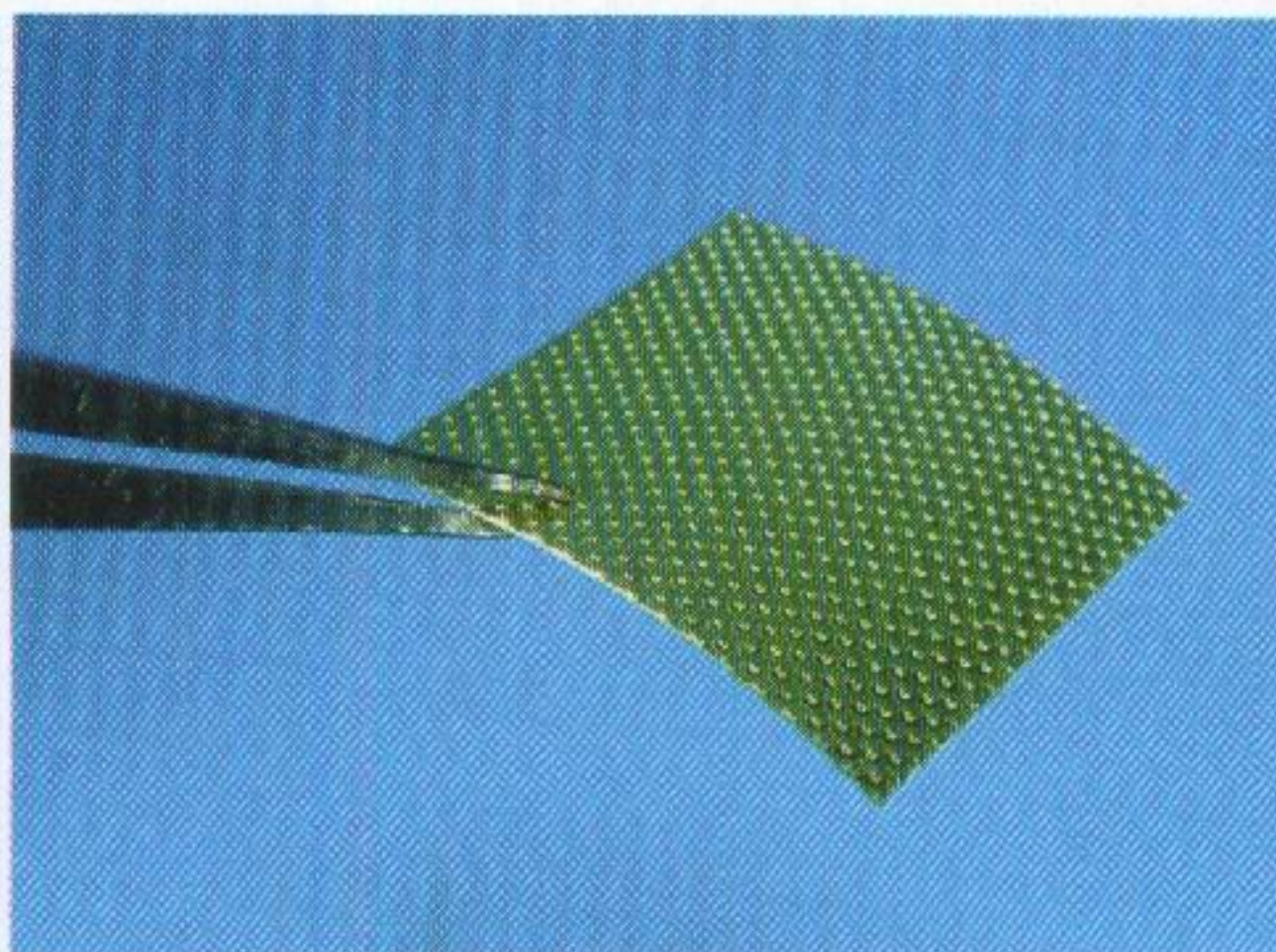
The upper mount (parts F25, F26 and the base plate F44)



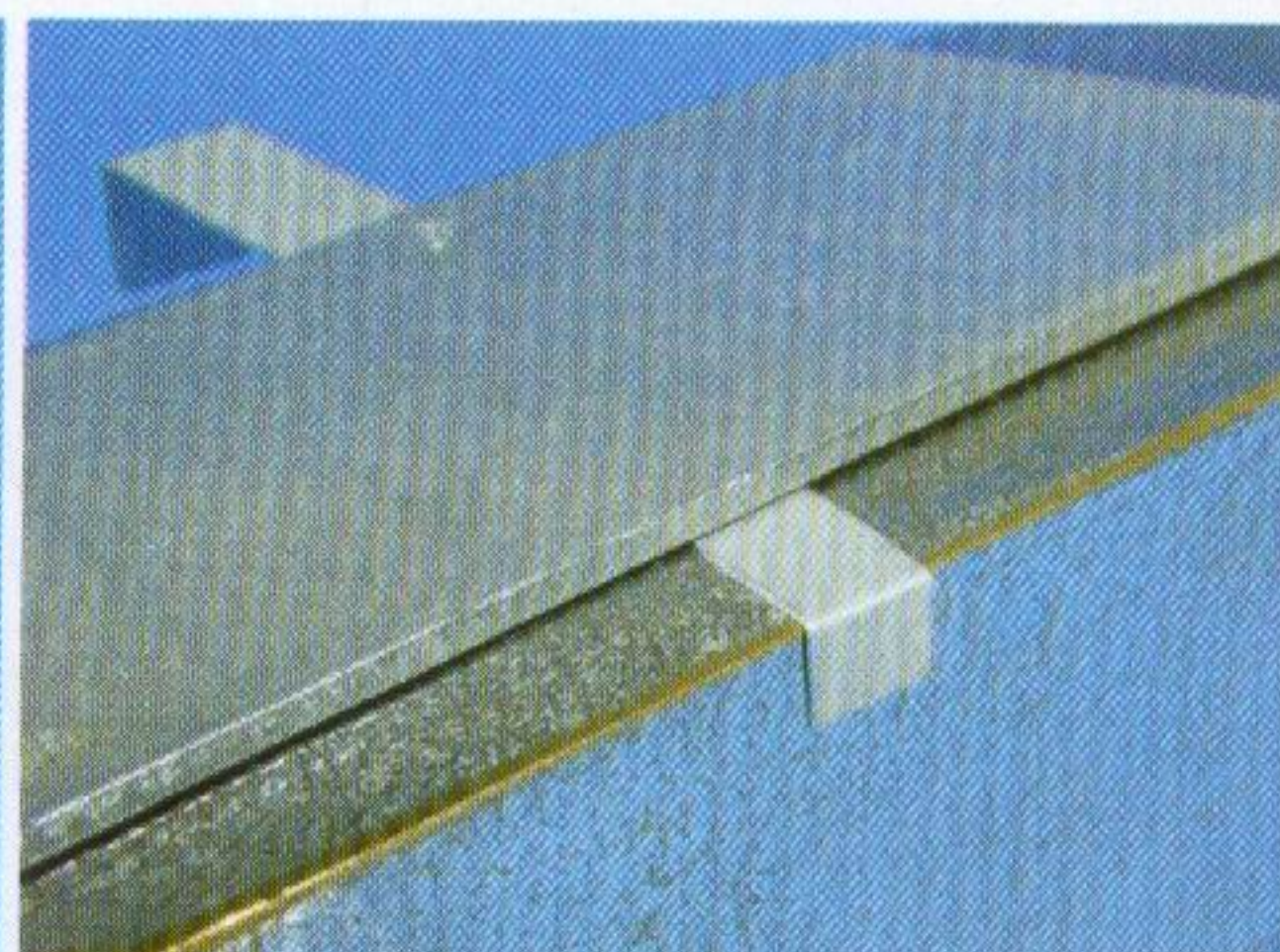
Even without any paint the Dicker Max is an impressive looking vehicle. The Armorscle barrel with its massive muzzle brake dominate this view.



A section of etched brass tread plate has been cut to size and is being shaped by rolling a piece of plastic tube on a thick rubber base, to get the correct radius.



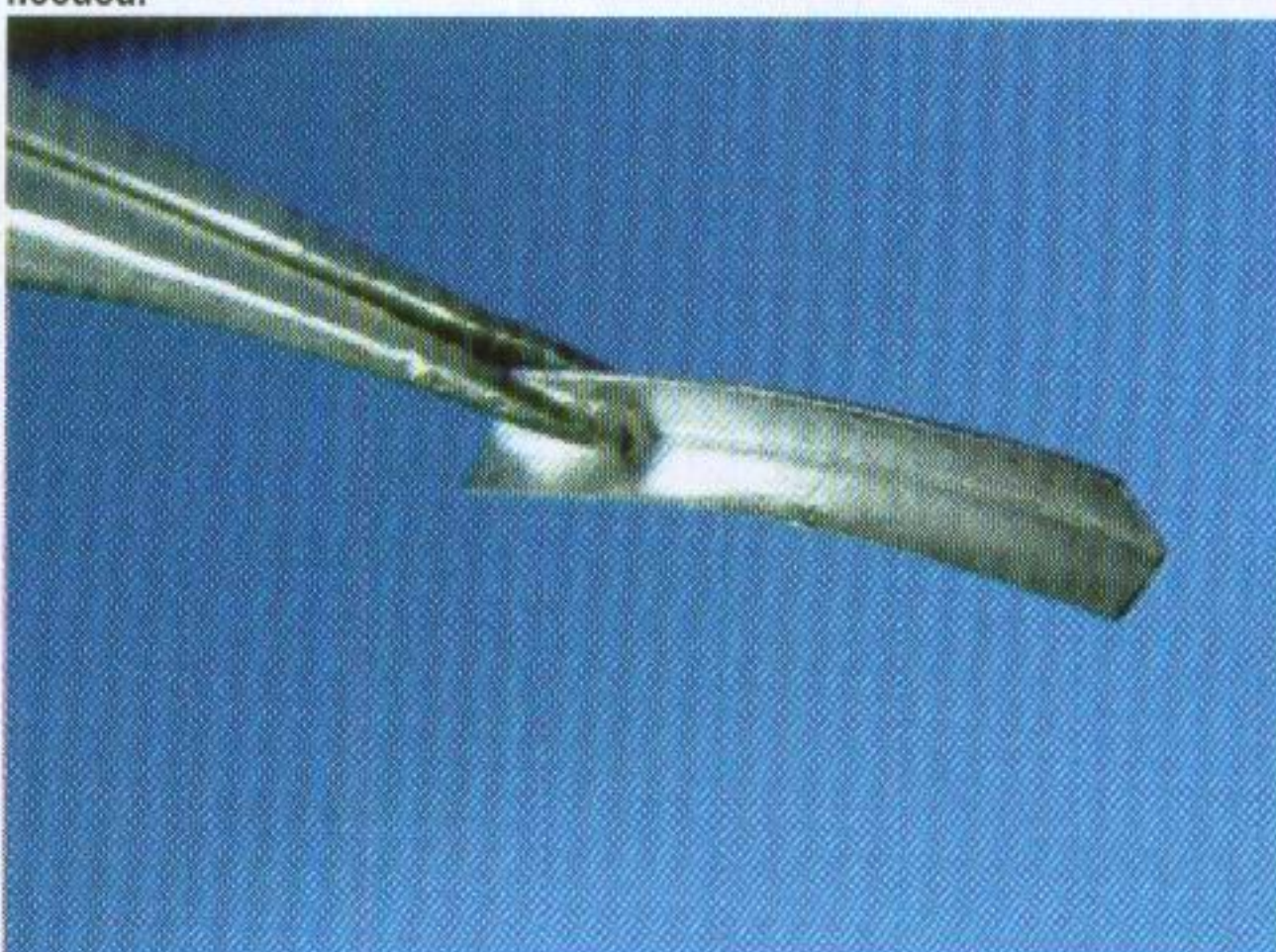
Etched brass is the perfect material for producing items such as fenders and mudguards. It is also easy to add battle damage to if needed.



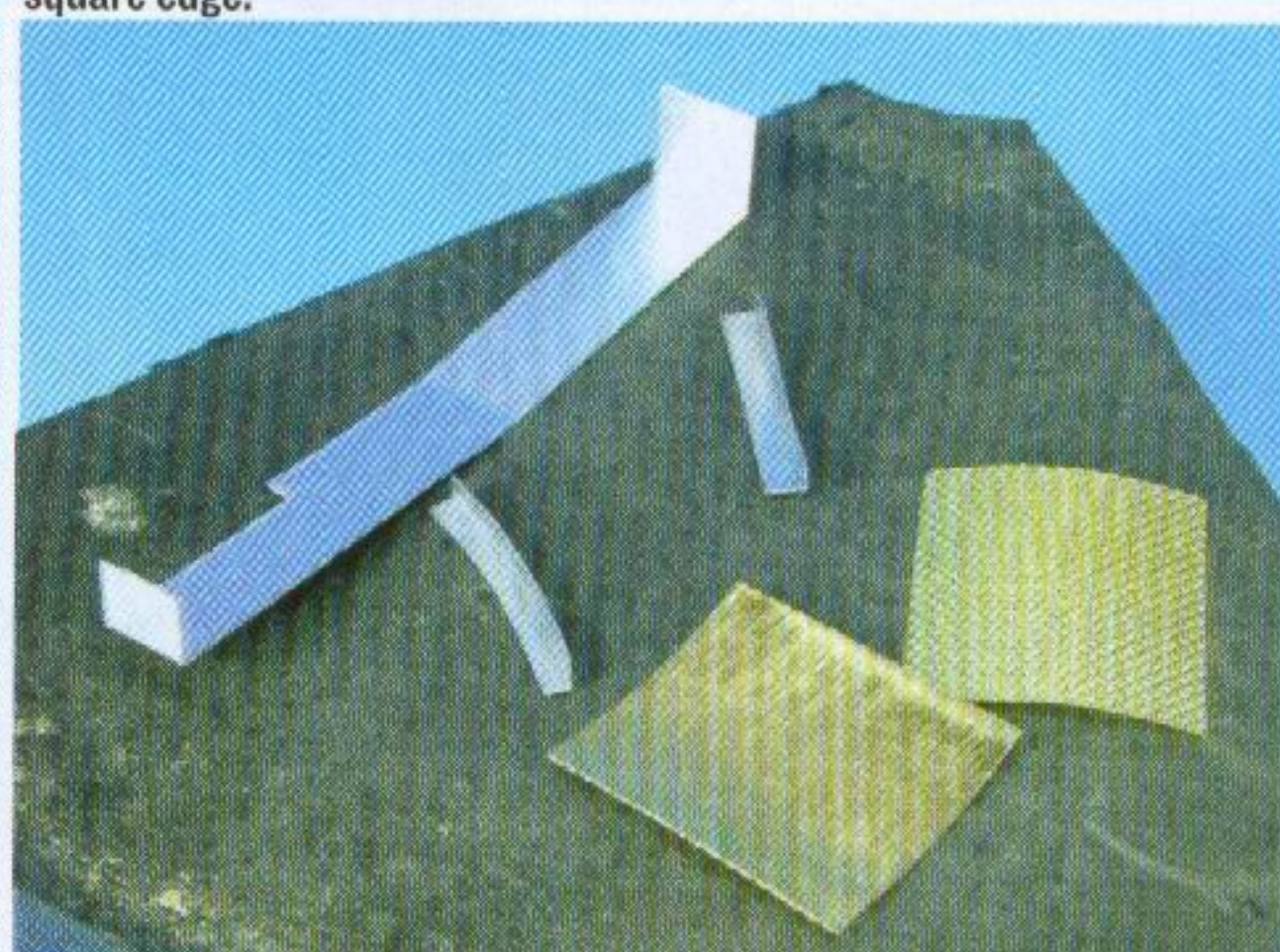
The angled edge sections of the fenders were made from a thin piece of alloy sheet. This picture shows the bending in progress to get a nice square edge.



The edging strips are shaped to match the radius of the brass tread plate sections. A metal ruler prevents the part from twisting.



Thus a perfect angle section is produced, ready to be attached to the etched brass fender.



Making these parts from scratch costs very little and gives the modeller the satisfaction practising some traditional modelling skills.

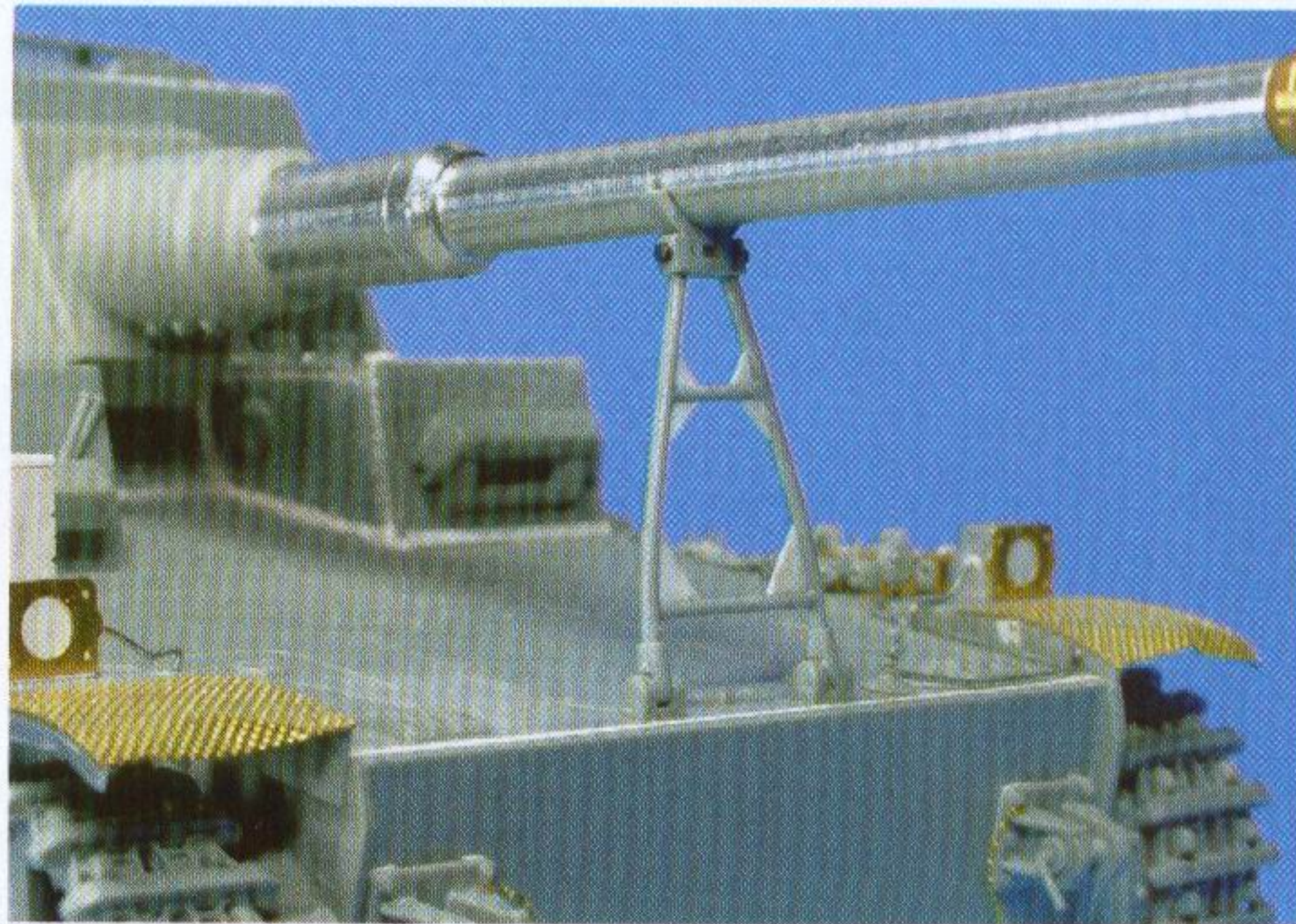
was then placed upon the pivot. The small gap between the base plate and the new bottom plate had to be filled with spacers, see the model photos. Now for the gun itself! Although the DML gun parts are good, the Polish manufacturer Armorscale provides an even better version produced in aluminium and brass, the five-part muzzle brake alone is an epiphany! I kept the gun assembly in two parts, since it has to be inserted into the fighting compartment.

INTERIOR DETAILING

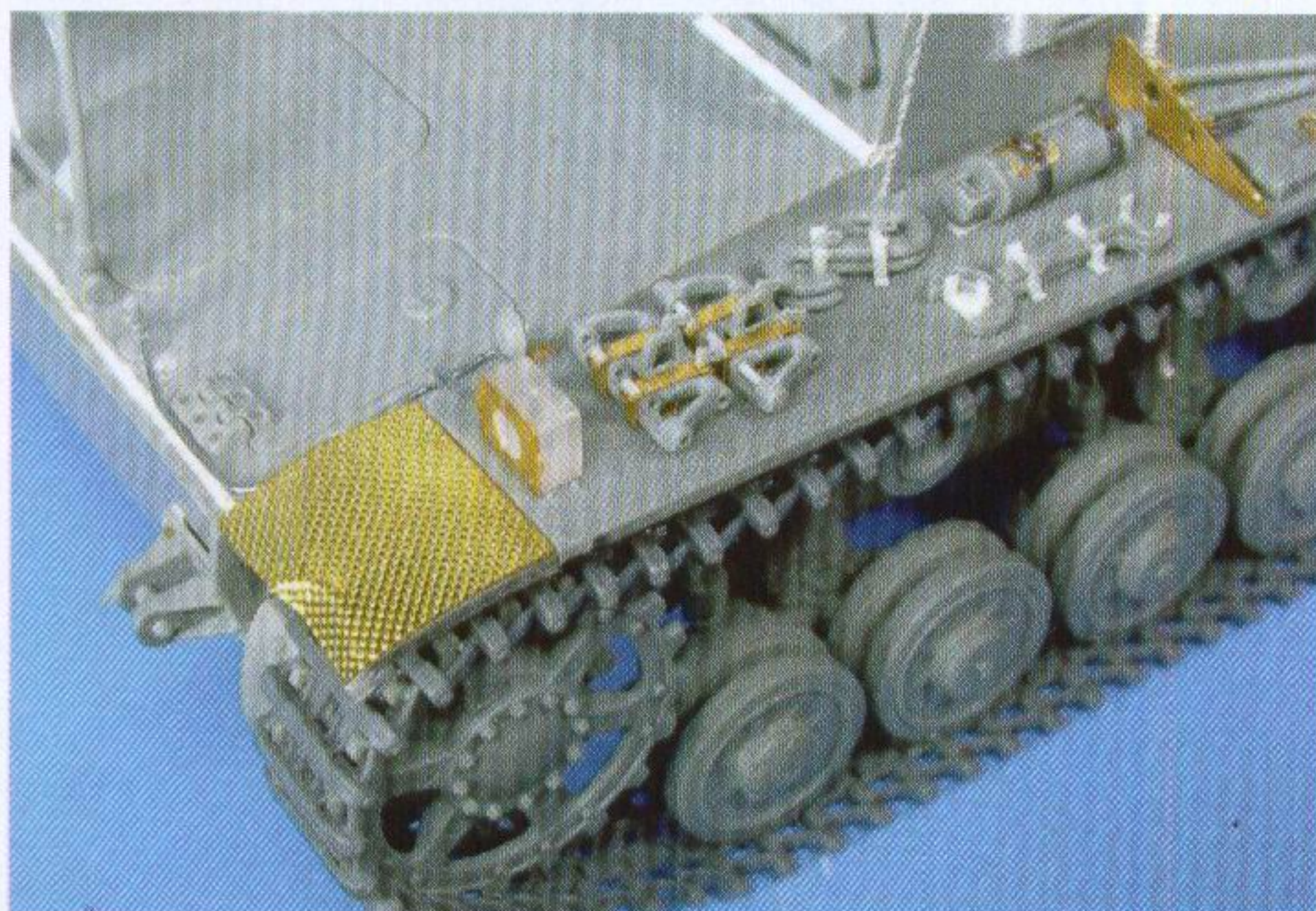
The subsequent construction of the interior was time-consuming. It is a shame that I cannot show the manufacturer's interior photos for copyright reasons. I again want

to refer to Panzer Tracts No.7-1. The photos of my model should help, too. Both the stowage boxes for eight cartridges each, were scratch built using 0.25 mm plastic card; the respective kit parts are simplified and too small. The cartridge trays were made from thin metal sheet, which I carefully bent inside a tube segment. Since these trays are much thinner than the plastic parts, it was possible to fill the boxes with four of them. Now I could place new cartridges, which are considerably longer than the kit parts, made from simple plastic tubes, 3 x 22 mm, onto these trays. The ammunition boxes for the grenades were also built from scratch.

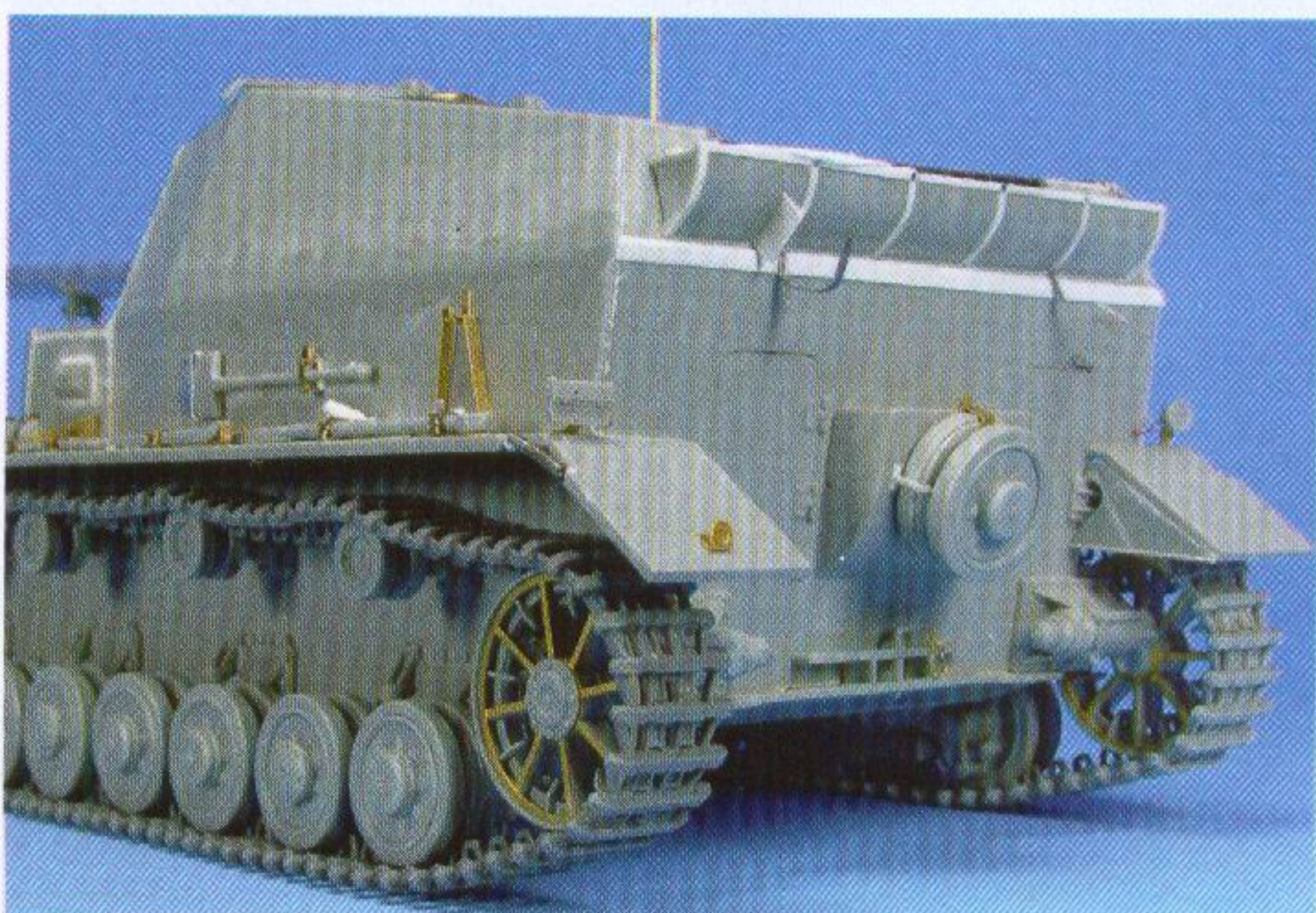
The radio set was probably ►



The large gun travel-lock required some extra detailing in the form of cross-bracing webs along with a couple of extra bolt heads.

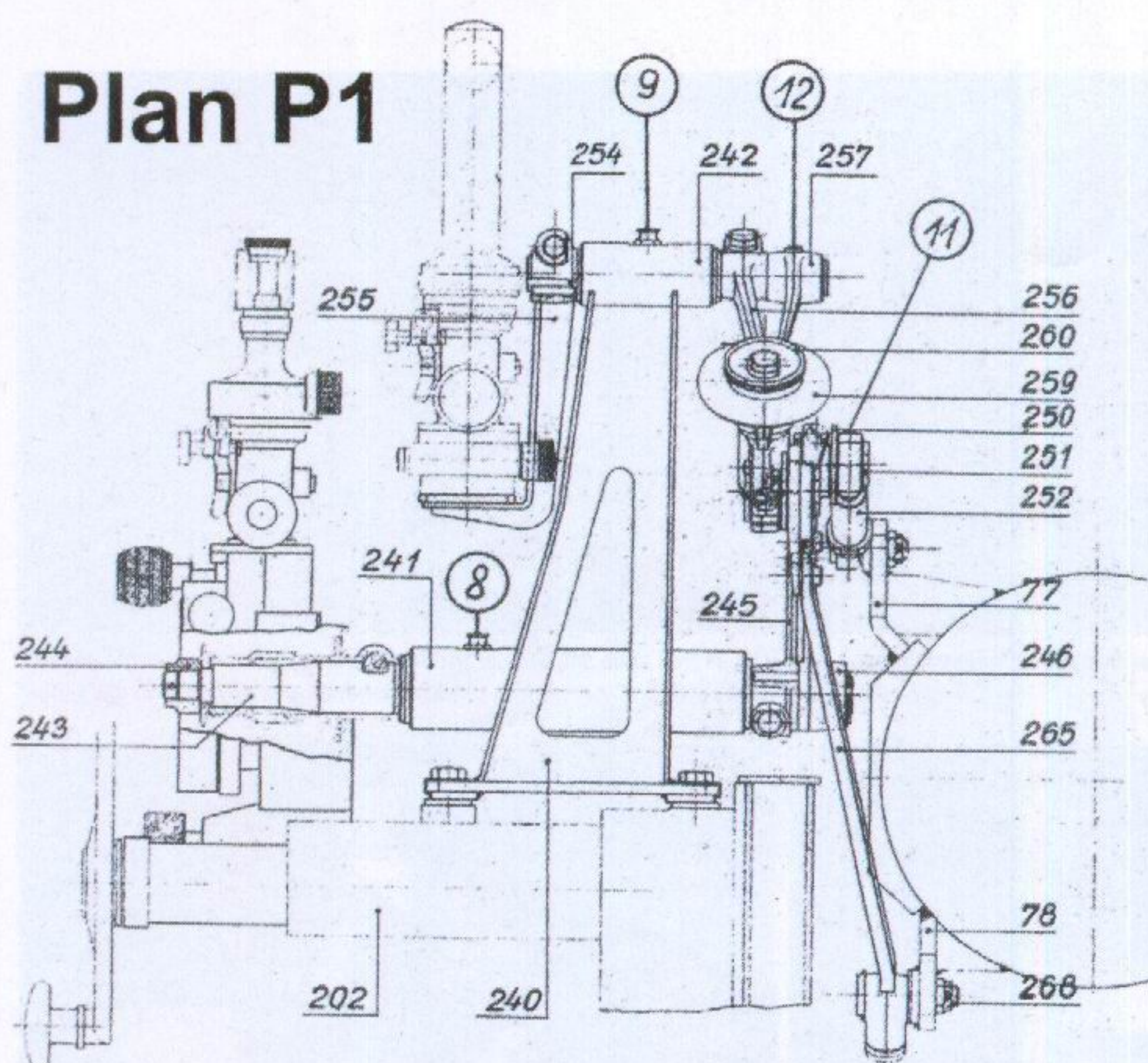


The author replaced the forward fender sections so some battle damage could be added. Note how a combination of the etched brass parts supplied in the kit and plastic card have been used to detail the equipment of the fenders.



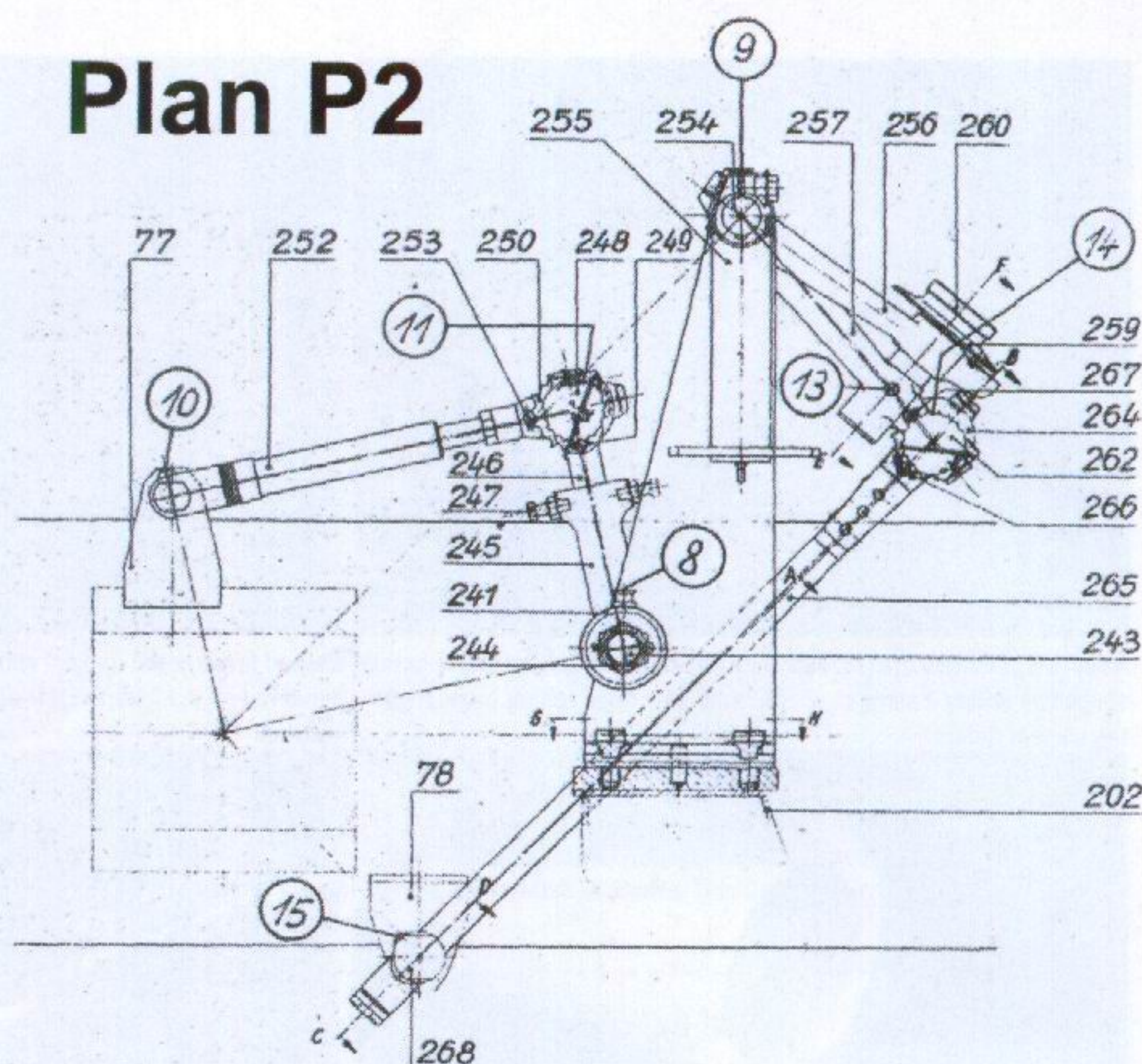
In the kit the large rear-most side-panel sections have a horizontal weld running along their length. This is incorrect as the plate on the real vehicle was made from a single piece of armour bent to shape. The weld was sanded off the kit part and the angle re-profiled.

Plan P1



Drawings from the author's personal reference library of the complex sighting arrangement for the gun.

Plan P2



Side elevation of the sighting linkage.

installed shortly before the beginning of the Russian campaign. I fitted it in front of the commander's seat on the right-hand side and wired it up according to information found in other publications.

PAINTING

Now the painting could begin, first of all I carefully masked the model before airbrushing the interior and some of the separate components in German Grey (Tamiya XF-63). The larger grey areas were then lightened with a mixture of grey and white. The seat cushions, the projectiles and cartridges and all of the crew's personal belongings were painted separately, before fixing in place. Small rust stains and paint chips were applied to simulate wear using various oils paints and crayons!

After being left to dry

thoroughly, I then added some "patina" to the dreary monotone interior, this was done by applying small dots of oil paints (blue, white, yellow, brown) onto the larger areas. These dots were then wiped down with white spirit. (This is the same method Chema Cabrero used on his Adler armoured car last issue, Ed) This method works really well and the modeller always has the situation under full control. Using white spirit and a paper towel any mistake can be easily removed. If done correctly, the model gets a 'used' look, which never comes across as being too artificial.

Pencils and crayons are effective devices to show scratches and flaked off paint. If these marks turn out to be too strong, the modeller can always tone them down with the use of more white spirit.

Finally, the interior was brushed

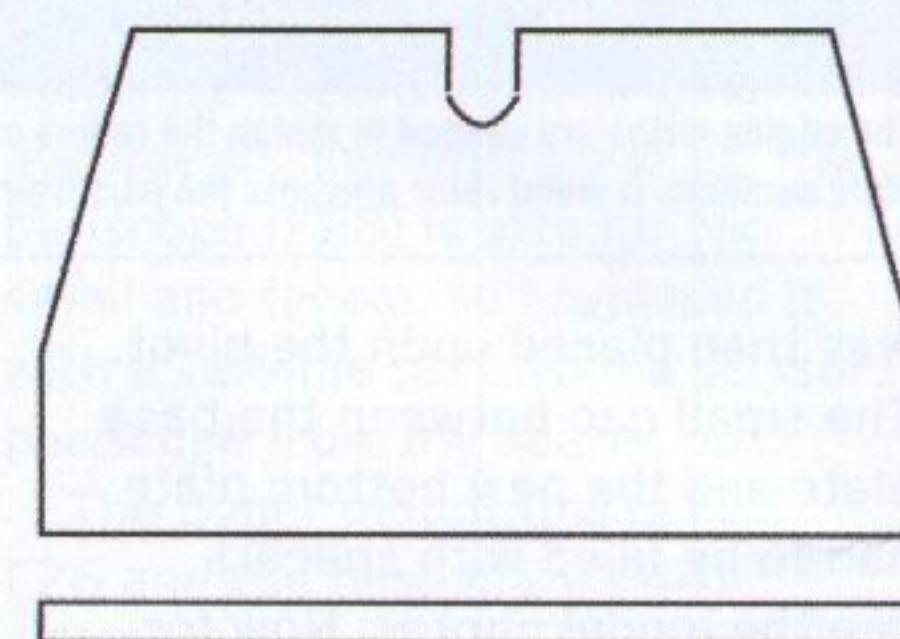
with dust-grey-yellow pigments, which were fixed with white spirit.

SUPERSTRUCTURE

After fixing the superstructure in place the weld seams could be added and for these I used a one-way syringe filled with thinned putty. This mixture can be applied rather quickly. After drying the texture was carefully worked on with a milling cutter in a mini-drill. The modeller should note a peculiarity of the Pz.SfL.IVa is that the large rear side walls are not made from two separate plates as modelled on the kit parts but instead made from a single plate, which was bent to shape. So the weld seam should be removed here, a smooth curve created instead.

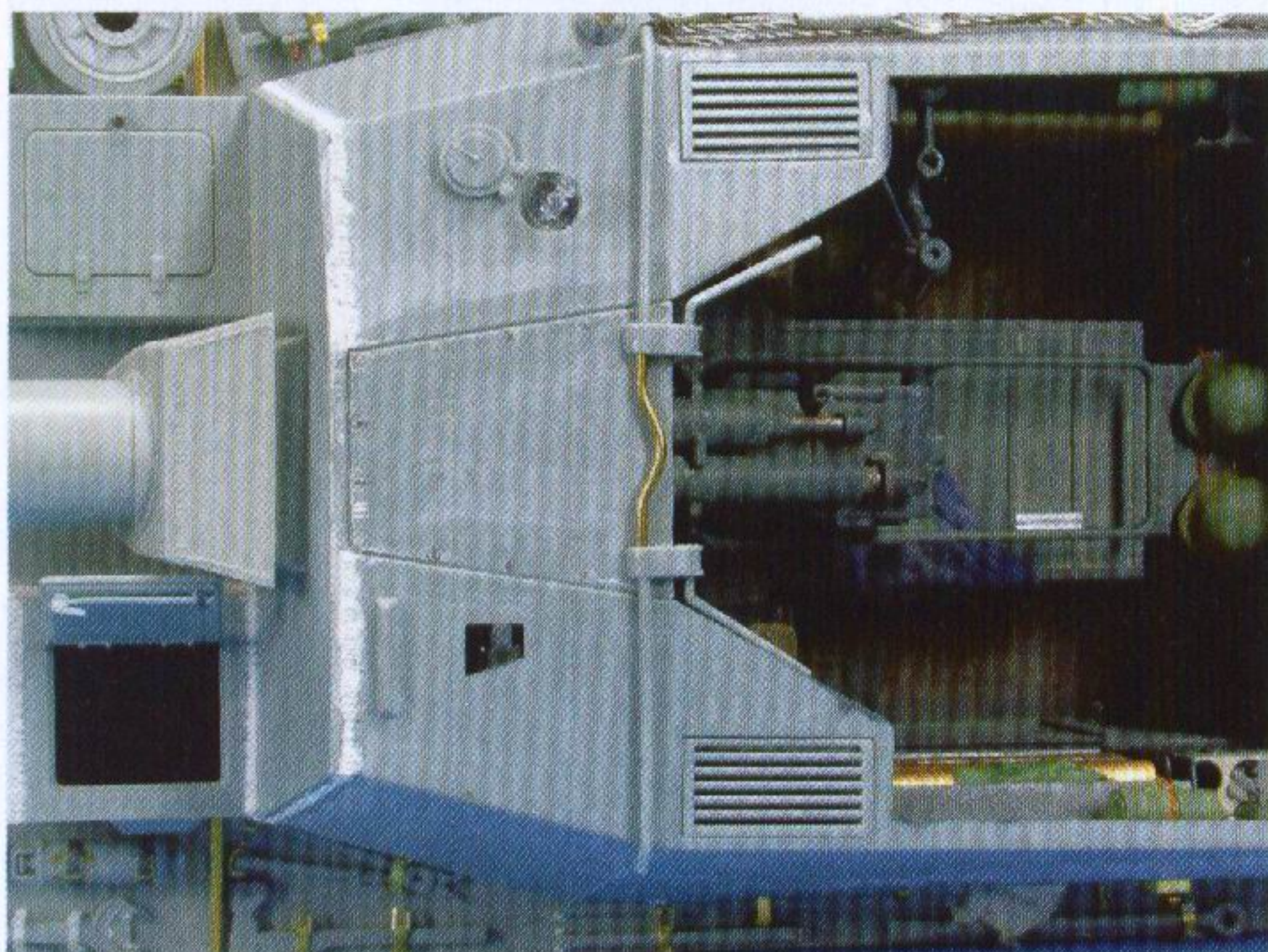
All further detailing is evident in the photos. The tools were reworked and provided with brass

Plan 3



Plan 3 shows the shape of the 3mm thick shim the author had to install beneath the gun mount to beef up this weak point.

clamps. The exhaust was dented to give a realistic impression and the brackets were made from metal strips. Well after completion of the kit, I noticed that over the exhaust, a 1.4 m spare antenna was stored, so I had to retrofit this part and paint it to match the rest of the model.



The interior was fully painted and weathered first, before carefully being masked off and the exterior painted. Note the new welds along the front edge of the roof plate.



The huge breach assembly of the 10.5cm gun certainly fills the fighting compartment. Note how the clutter of the crew's personal affects bring the interior to life.



The entire model has received a solid coat of Tamiya German Grey (XF-63). To add some visual interest the author then added some white to the base grey to fade some of the larger panels.



It is clear to see in this photo of the finished model shows how the following painting and weathering processes bring the model to life.

All electrical wiring for the headlights and taillights was made from thin wire. The forward sections of the track guards were rebuilt from photo etched brass, before being bent and battered - I definitely like a battle damaged look. The massive gun's travel lock provided in the kit is rather rudimentary - I added six triangular reinforcements. The modeller should again refer to the accompanying photos.

Then final painting followed. The interior, which was already completed, was thoroughly masked off. The kit was sprayed with Tamiya XF-63 and immediately after this I lightened the larger areas with a mixture of XF-63 and Tamiya White XF-2. Never forget,

a plain grey model can look very boring! At this point the tracks and other rusty parts, such as the tools and spare links were painted using a diluted blend of oil paints and turpentine, this thick 'wash' was applied generously using a broad brush. The thinner this solution is, the more coats will have to be applied. The rubber tyres of the road wheels and return rollers were then carefully brush painted using matt black.

DECALS AND DUST

DML include a small decal sheet. I used only the badge of the s.Pz.Jg.Abt.521 and the tactical marking, before applying them, I sprayed the areas where they were to be applied with gloss varnish

and once they had dried, were misted over with a coat of matt varnish. All the other markings, Balkenkreuze and a small letter 'G', were taken from various dry transfer sheets.

The final detail painting and weathering took some time to complete. Scratches, rust stains and abrasions were added around the kit, but concentrating mainly on the front, superstructure sides and the track guards. As with the interior, I used different oil paints to vary the tone of German Grey camouflage colour followed by a final dusting used sand grey coloured pigments to achieve a used and 'in combat' look. ■

Modelspec

DRAGON 1:35 PZ.SFL.IVA DICKER MAX Kit No.6357

Sets used

1:35 DML Pz.Sfl.IVa Kit No.: 6357
Gun Replacement Set Armorscale B35-079

References

Various reports from Bundesarchiv-Militärarchiv Freiburg
Waffen Revue No. 64, out of print
Panzer Tracts No.7-1, Panzerjäger, Thomas L. Jentz and H.L. Doyle
Allied-Axis 17, Ampersand Publishing Company, Inc.

- ☒ Great subject matter.
- ☒ Some inaccuracies and simplified parts.

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Rating ●●●●●●●●○○





Combat in the East! The crew poses for the photographer. Apparently all are wearing the black tanker's uniform, but the driver took off his jacket due to the intense summer heat. The Abteilung's emblem, a badge within a deer antler, is evident. The antler itself seems to have been painted in green. It's impossible to ignore the immense size of the SP's gun. (photo Henry Hoppe)



The sad end of Max 2. As further photos show, an internal explosion also destroyed this vehicle. As barely evident at the driver's bay, the complete left side was burst open. The tactical marking for a tank destroyer is visible on the hull front. (Author's collection)



Here Max 2 moves unhurriedly on the roadway. This impressive photo shows the mixed provision of hubcaps, an interesting detail. Most likely Ausf. D caps were not available at the workshop. The meaning of the marking to the right of the towing bracket, possibly '41>', is not known. This photo was taken on 13 September 1941; at this date Max 1 had already been destroyed. (Author's collection)

On 26 June 1941, Max 1 was destroyed by a fierce internal explosion. The pressure of the blast has opened all the hatches and warped the roof. The wreck had to be abandoned, perhaps because there was no means of recovery. Its suspension was cannibalised by the troops. (Photo L. Konezny)



Max 2 in a village. Although the photo not very good, the two storage crates and the tactical markings are evident. The travel rest of the immense 10.5 cm gun is hinged down - a hint of action soon to come? This photo was possibly taken at a later date, since the suspension shows a mixture of older and newer hubcaps. (Photo B. Buchner)



Again the Pz.Sfl.IV.A with one crate, which I want to call Max 1. The SP gun was parked in a forest, while the advance went on in the background. The crew seems to be waiting for further orders. The tactical markings are interesting, although not completely clear. The white dot seen to the left of the towing bracket remains mysterious. (Photo K. Münch)

TANKFEST 2008

BEST OF BRITISH *Part 1*

Andrew Willis reports on The Tank Museum's Annual Tankfest spectacular in the first of our two part special.

In recent years what was the bi-annual Tankfest show at the Bovington Tank Museum has become an annual event. In that time it has developed into a themed show: last year it was 'All American Armour' with this year being 'Best of British'. The intention is to continue the themed approach next year with it being the Germans turn for an outing in their own right and not just as the enemy.

The arena events opened with a privately owned Holt tractor, which provided some inspiration to the British tanks of World War One. This was followed by a Rolls Royce armoured car, a vehicle dating from the 1920's of which the museum is particularly proud.

The event continued on through the Second World War and on to the current day using a variety of vehicles including the museum's own Matilda 2, a rather neat Sherman III (M4A2) and on to the stars of both the first and second Gulf Wars, the Challenger 1 and 2.

The very small number of mechanical problems throughout the event was a true testament to the skill and dedication of the museum staff and volunteers in keeping these valuable machines in such good running order.

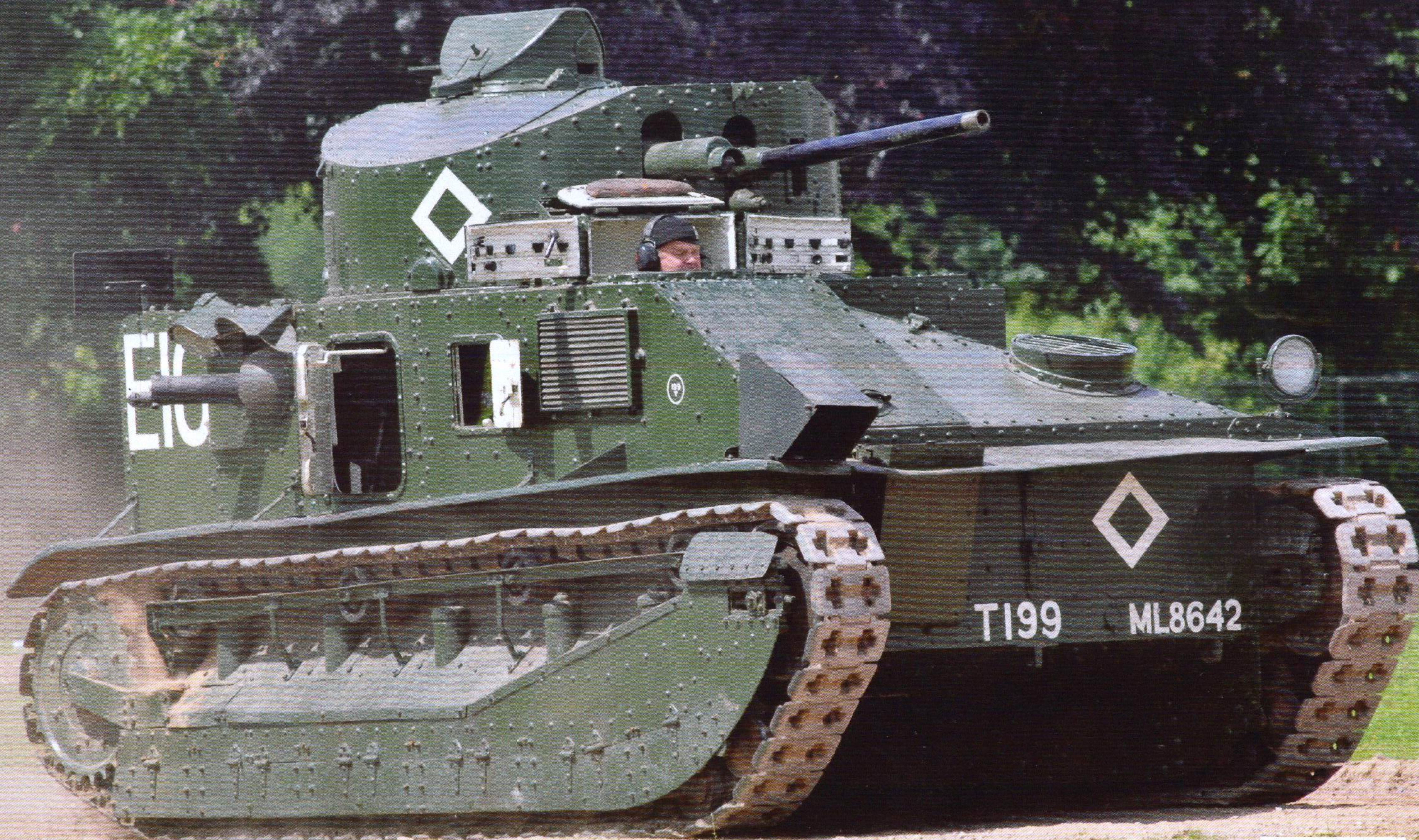
All in all an excellent show which really did highlight the 'Best of British', and I cannot wait for next year's show featuring the ever popular German armour. ■



The Comet, the best British tank to see action in WWII, albeit very late. It would play second fiddle to the superb Centurion in the early post war years.



The museum is quite rightly proud of its Rolls Royce armoured car which dates from around 1920.



This was the first time I had seen a Vickers medium tank put through its paces, a common sight during the inter-war years on exercise at Salisbury Plain.



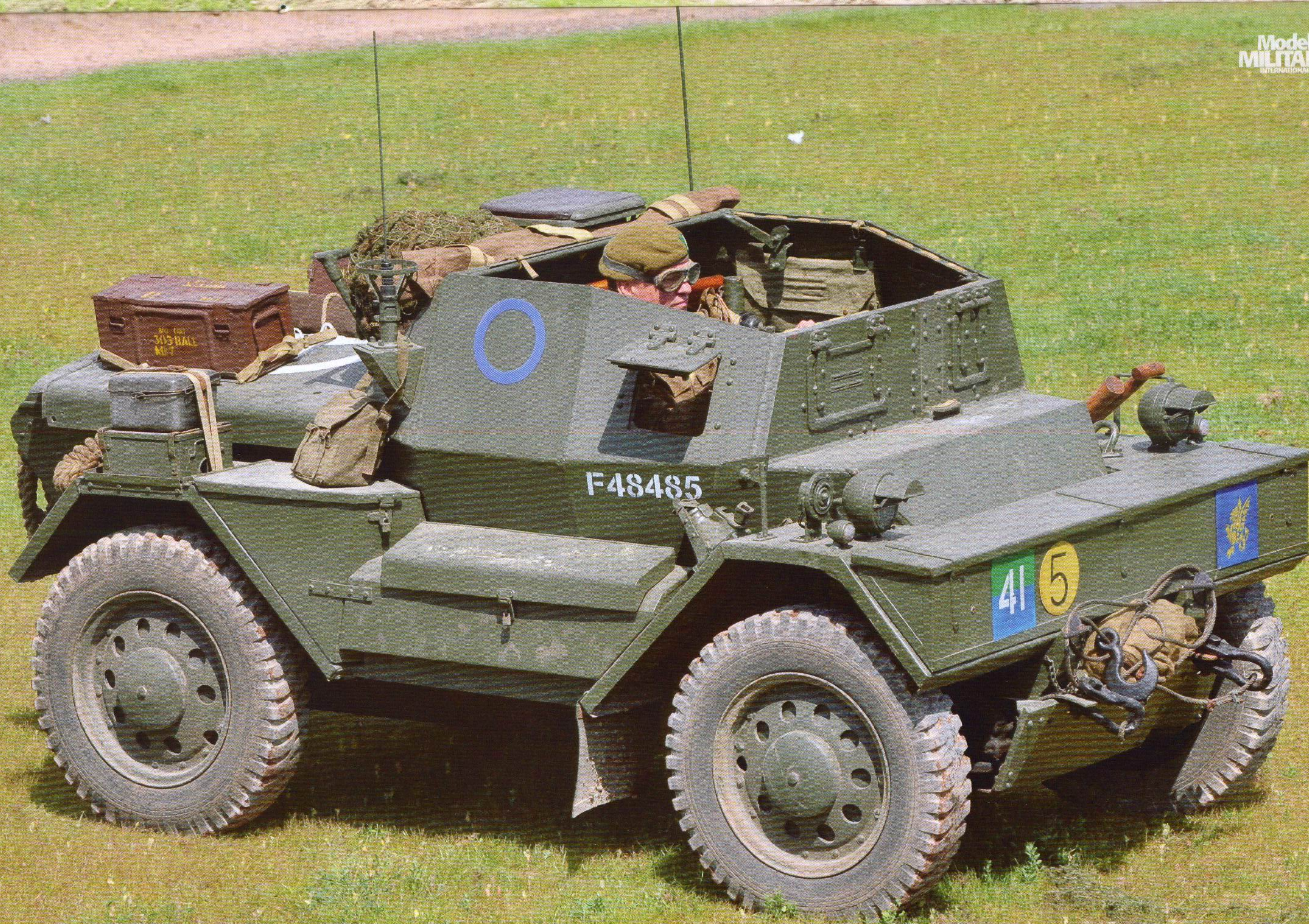
An early war period Matilda I slowly trundles round the arena. It's hard to believe these Matilda Is were put into battle at the beginning of WWII.



Matilda II, Queen of Dorset,
shows just how the mud chutes work.



An M4A2, or Sherman III as this one is in British markings, mounting a deep wading trunk on the back, is definitely old enough to smoke.



A very well turned out Daimler Dingo, one of a pair at the show.



No British show would be complete without a Churchill; this one is a Mark VII Crocodile flamethrower minus the fuel trailer and owned by Kevin Wheatcroft.

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Archer SPG, in a cool Mickey Mouse ear camouflage scheme.

OVERLOON

Olaf Kievit takes a tour of the Overloon museum Holland and reports back on what he saw.

The day before my recent wedding in The Netherlands I had organised a field trip for a few like-minded characters to Liberty Park, where you find both the National War, Resistance Museum and the Marshall Museum. Colloquially this is simply known as "Overloon", after the town where Liberty Park is located.

The program for the day included a reception with coffee and "vlaai" (regional pastry), followed by a historical tour given by one of the museum's volunteers. The tour started with the vehicles that actually took part in the Battle of Overloon, which took place during Operation Aintree. The tour guide gave an excellent description of the battle and events leading up to it. During my last visit, 15 years ago, these vehicles were all outside under the trees in the park. Although they are clearly better preserved indoors, and well displayed, seeing them parked among the

trees had that 'something extra'. After this, the tour entered the main hall of the museum, which contains a combination of vehicles of the National War and Resistance Museum and vehicles of the Marshall Museum. The tour guide explained the reasons for and history behind the extensive dioramas in a most eloquent manner. While both collections were cool, depending on your interests, the Marshall collection was awe-inspiring. There was a wide variety of vehicles, wheeled as well as tracked, with a focus on - to me at least - 'different' material, as can be seen from the photos. It was very interesting to see, although due to the huge range not all of it was familiar, or within everyone's range of interest. The most impressive part was that every single piece looked immaculate!

After the morning's tour we sat down for a "Brabantse koffietafel", a rather extensive lunch with various types of bread, cold cuts,

preserves, etc., which was enjoyed by all. Properly stuffed we went back to the displays to take 'a few' photos until our departure. It was a most impressive day, shared with fellow armour nuts. Overloon is absolutely worth visiting if

you're in the area - and even if you're not! I've labelled the photos as well as possible, but due to the aforementioned variety I wasn't sure of all the names... I hope they give a good impression of the displays; there are many more to see! ■



Boys' Day Out: back row Alex, Ben, JW and Jeroen; in the front yours truly and Mark.



A30 Challenger, the attempt to mount the 17-pounder gun on a Cromwell chassis.



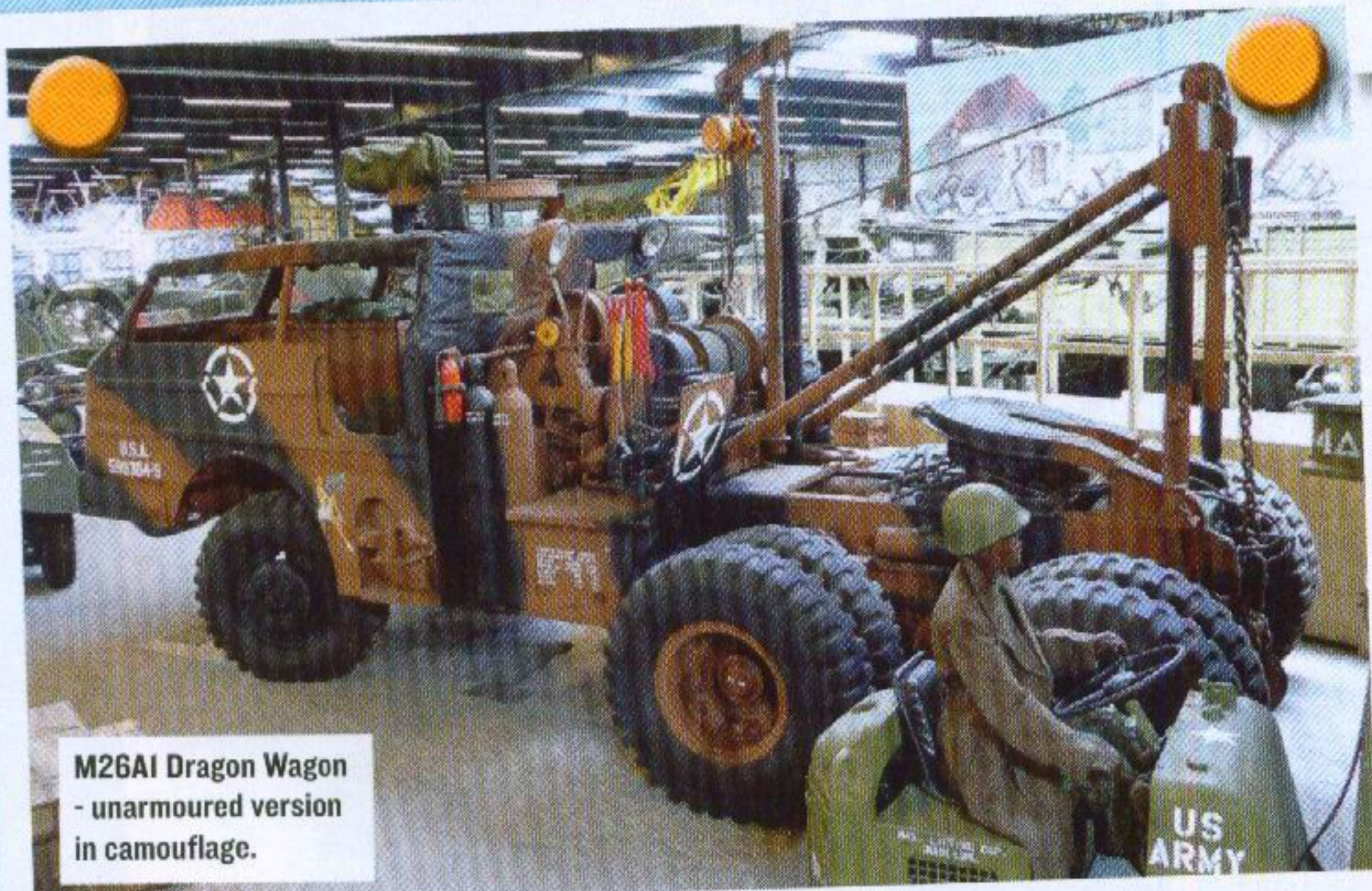
M6 HST, a seriously big tractor - quite impressive.



M59 Long Tom towed by a Mack NO 6x6 7 1/2 ton truck?



Part of Red Ball Express display, containing a dozen or so trucks of various types loading and unloading. Shown here are an Autocar COE 4-5 ton 4x4 truck in the back and a GMC COE 2 1/2 ton truck in the front.



M26A1 Dragon Wagon - unarmoured version in camouflage.



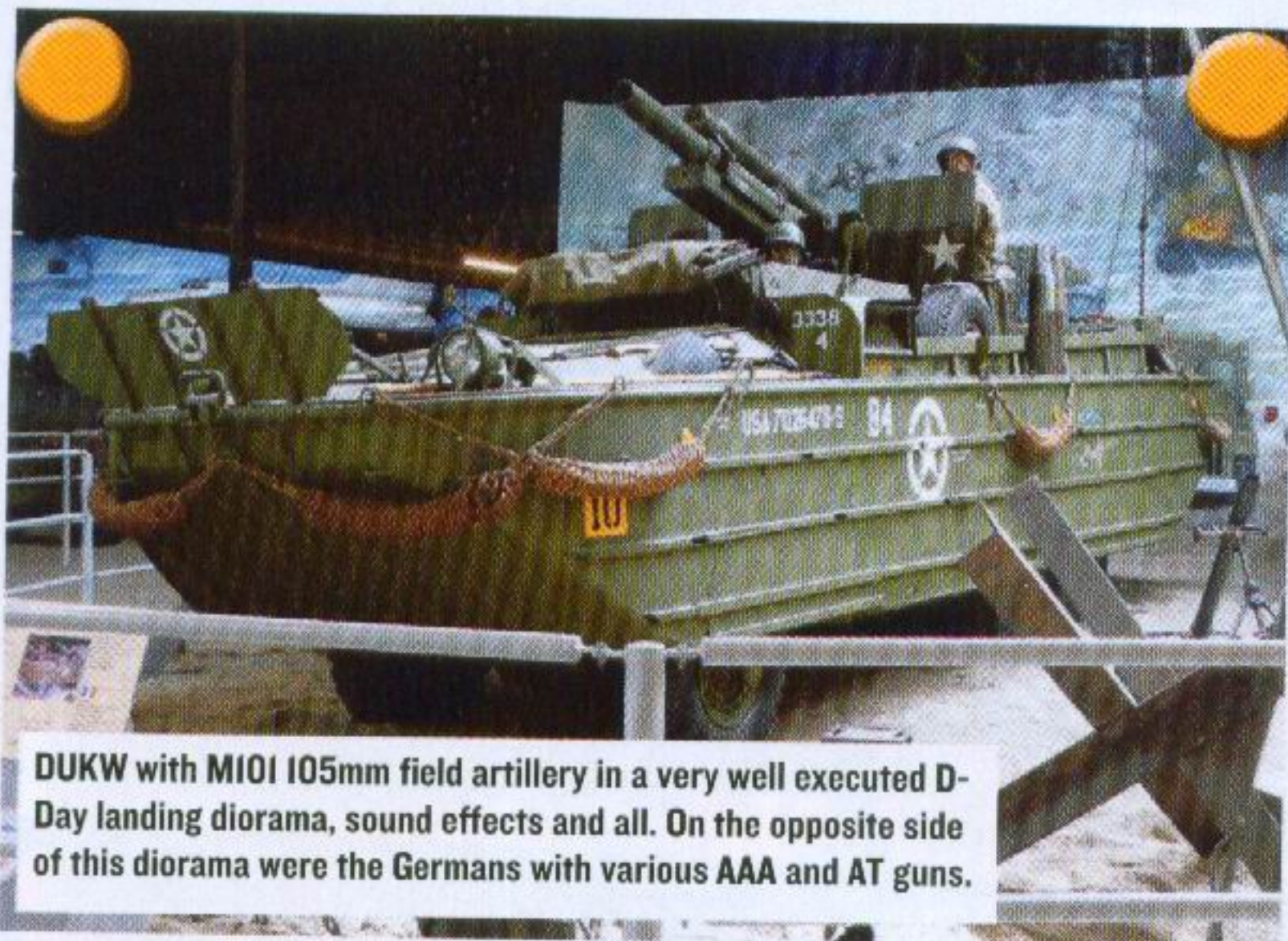
Barge Amphibious Resupply Cargo (BARC, later LARC-LX) - the wheels of the BARC are nearly 3 meters in diameter!



BTR-60PB interior in pristine condition.



FT-17 in German markings.



DUKW with M101 105mm field artillery in a very well executed D-Day landing diorama, sound effects and all. On the opposite side of this diorama were the Germans with various AAA and AT guns.



Churchill from Battle of Overloon; this was one of the vehicles that actually took part in the battle.



Panther knocked out at Overloon; this was one of the vehicles that actually took part in the battle.



Opel Blitz, the ubiquitous German truck - and in very good state



M4 HST, as per the recent Hobby Boss release; this is the 'medium' HST, as compared to the M5 and M6. It would have been cool to have seen these displayed next to each other.



M109A2/90 SPG of the Dutch Army, now replaced by the PzH2000.

KEN'S KUBEL

With a huge range of assembled 1:6 equipment already produced by the company, it seems natural that Dragon Models eventually released these in kit form. **Ade Pitman** takes a look at the huge Kübelwagen.

This year has seen a steady surge in the amount of large-scale kits available. Leading this charge is Dragon Models Limited (DML), producers of the largest range of 1:6 action figures to accompany these new kits.

Kits of this size use materials on an industrial scale, so you'll need to stock up. You'll probably use more than a tube of glue just to join the chassis sections; such is life with large scale modelling.

The Kübelwagen (short for Kübelsitzwagen, or bucket-seat car) was as iconic to the WWII German forces, as the Willys Jeep was to the Allies. Serving in every theatre, the Kübelwagen makes an ideal subject for a kit. Built by Volkswagen, the design was based heavily on the VW Beetle. Pre-production versions of the Kübelwagen were field-tested during the invasion of Poland in 1939, where the vehicle's light-weight and smooth underbody made up for it only having two-wheel drive. By the end of the war 50,435 Kübelwagens had been produced.

DML's version is essentially

a kit version of their assembled action figure accessory, which is now quite rare.

Underneath the single sheet of instructions, the first thing that you'll notice when you open the very crowded box is that there aren't actually many parts to the kit. Modellers more used to smaller scales might think that this makes the kit quite simplistic. For example; although it takes up a lot of box-space, the main body and chassis are just two parts. The rest of the contents are the various steering components and other working parts. Even the door handles work on this kit, such is the level of articulation on the completed Kübelwagen, which was so beloved by the action figure collectors who were the original market for this moulding.

The size of this model presents the large-scale modeller with a great opportunity to add some super-detailing, and one area that is begging for detail to be added is the convertible roof.

Although the kit features real cloth, the frame is moulded in the 'roof down' position. Scratch-building a working frame will soon have this behaving like Volkswagen intended.

The joy of large scale modelling is that the



level of detail you can add is only restricted by your imagination. Another area where DML should have made some improvements to the kit version of the Kübelwagen is the decals. These are peel-off stickers and simply not up to the job. Happily, these can be replaced by using a decal set from 'Patches of Pride' in the USA. The company can supply 1:6 decals for the ambulance version, Panzer divisions or the Afrika Korps. Also available are real cloth seat covers and fire-extinguishers.

The kit itself is injection moulded in crisp, flash-free grey plastic. Each of the main sprues are packaged separately in polythene bags for added protection. All five wheels, (the kit includes a spare), are in flexible vinyl material, and a separate bag includes the screws, rear axle and steering bar. Dry fitting some of the Kübelwagen parts assures me that the fit is as good as the other DML 1:6 models that I have built, being superb and up to the standard of the company's small-scale models.

Once assembled the kit will have working steering (linked to the steering wheel), opening doors and moving wheels. Combined with the amount of space available around the vehicle, these features make radio-controlling the kit possible. There is also ample room to fit light-emitting diodes within the headlight assemblies, for that extra realism.

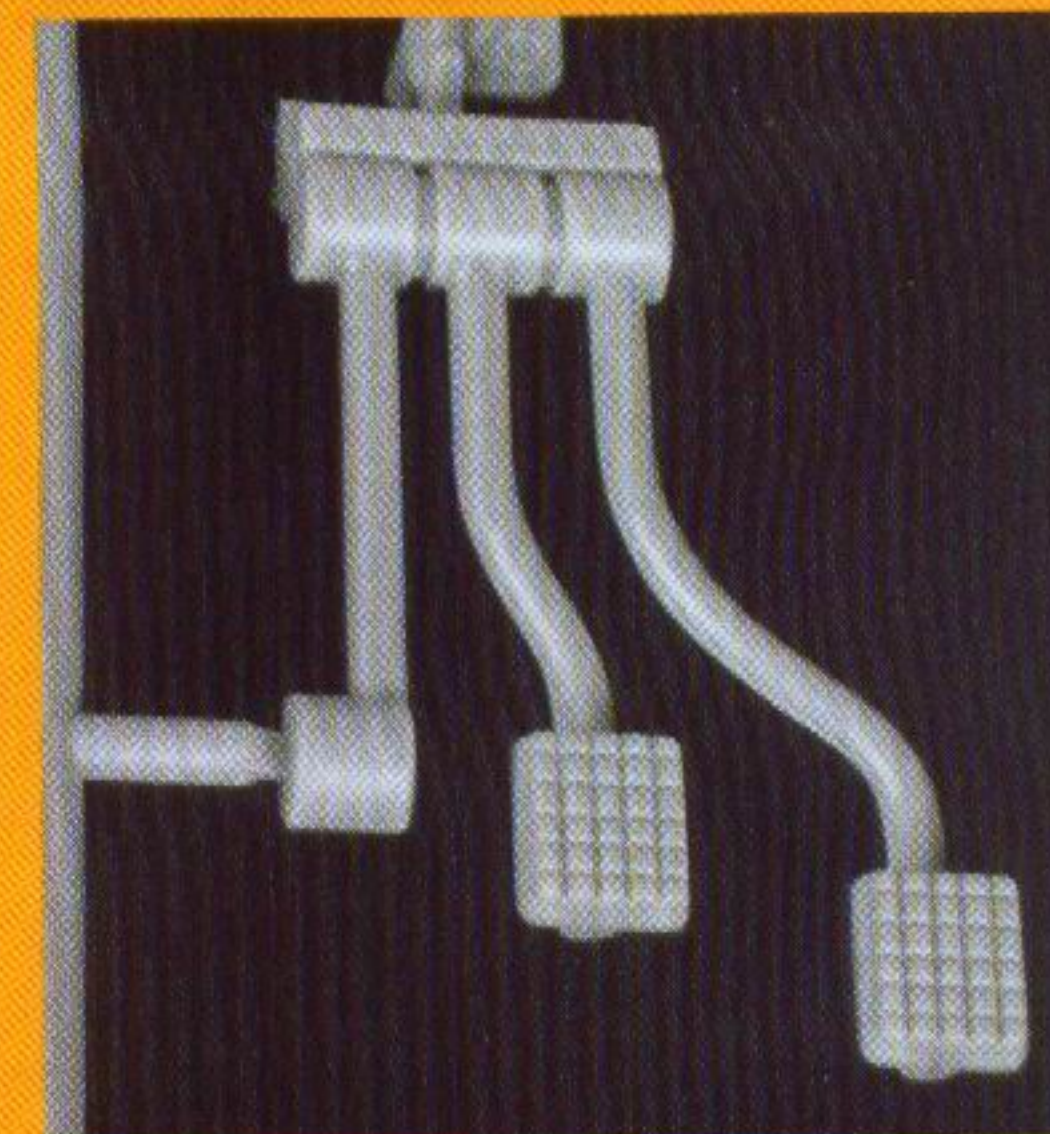
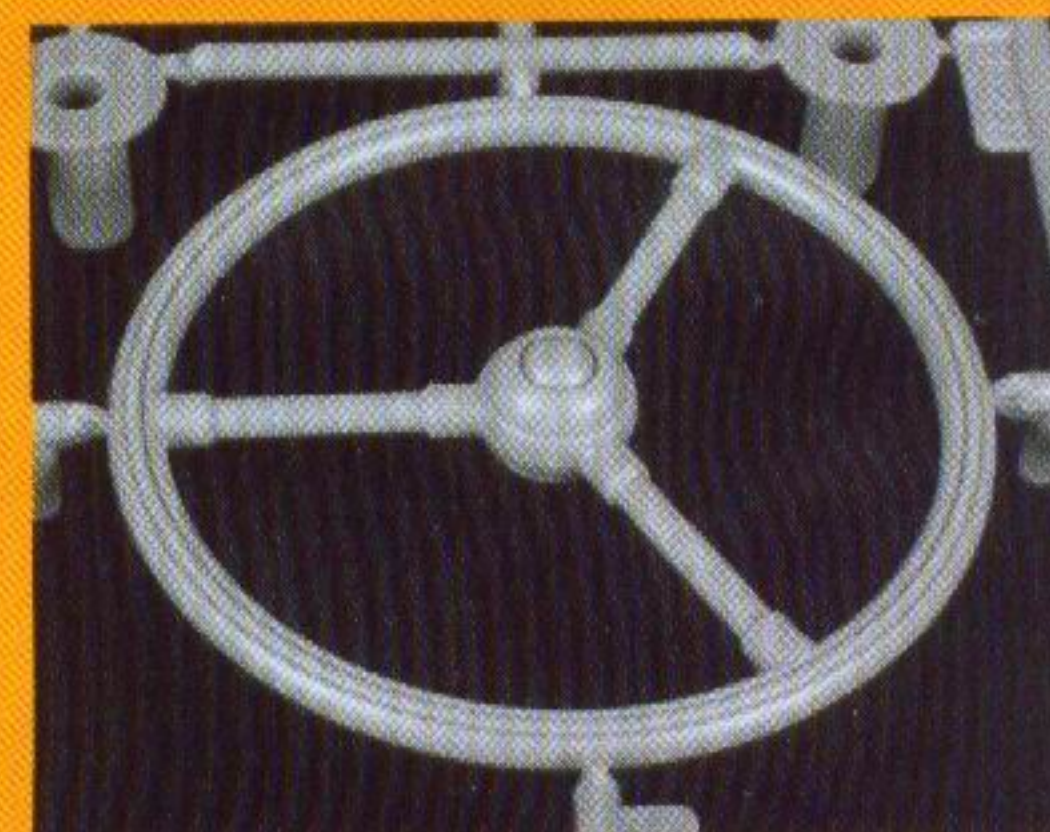
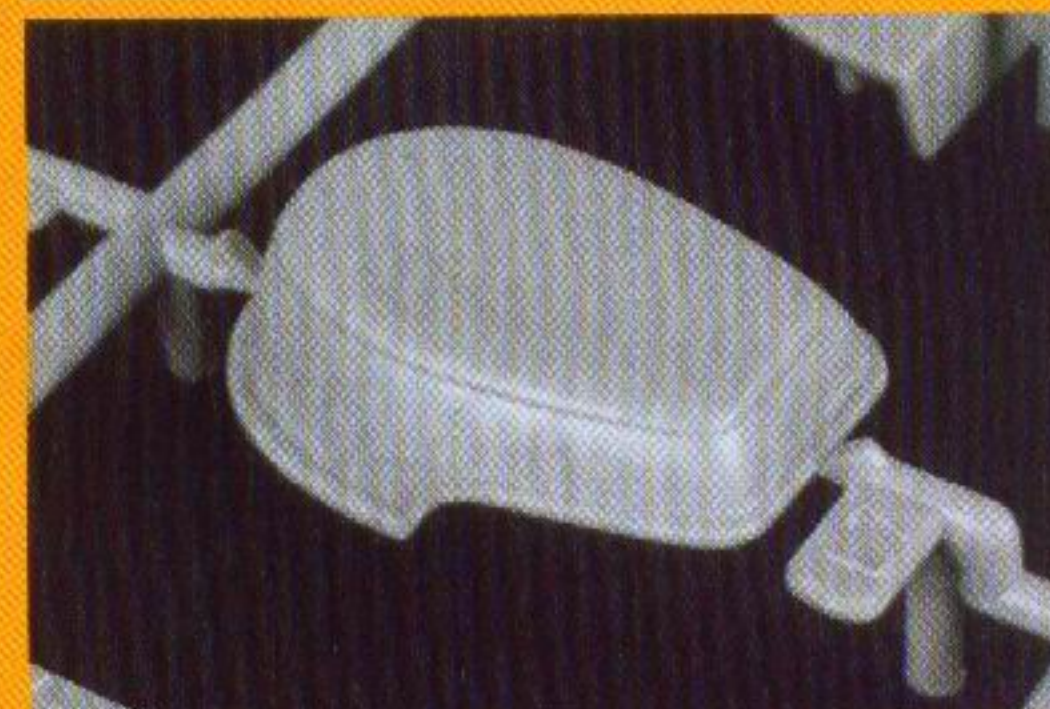
As DML continue to increase their range of 1:6 scale kits, I suspect we'll eventually see the balloon-tyred 'Afrika Korps' version of the Kübelwagen, the assembled version of which is available from Cyberhobby. Whatever they choose to release next, large-scale modellers are delighted that they can finally buy kits in 1:6 (big) scale; even if they do use a lot of glue. ■

Patches of Pride:
www.patchesofpride.com

Combat Ken practices his catalogue pose while he checks out the wheels to pimp his new ride with!



The sheer size of the Kubel becomes apparent when placed next to a 1:35 King Tiger.



The decals provided are the 'peel off and stick on' variety.



Figures

- A round-up of the latest figure sets on release...



DES KIT

**120MM PATHFINDER 1/502 PIR 101ST AIRBORNE (6 JUNE 1944)
ITEM NO. 12015-F**

Until I took on the job of Editing Model Military, modelling and painting busts had never been a real interest of mine. I guess mainly as my figure painting wasn't good enough to fully exploit the craftsmanship of the sculptor. Thankfully my eyes are now fully open to this aspect of the hobby and I must say I have had the pleasure of seeing some stunning pieces and without a doubt this "Screaming Eagle" is one of, if not the best I have seen to date.

The fit is flawless, requiring absolutely no filler whatsoever. More importantly the detail is simply stunning, I just hope the accompanying photos can do the superb sculpting justice. Consisting of 12 parts including a rather nice turned base (reminiscent of a chess piece) every aspect of the detailing is perfect, from the netting on the helmet to the lovely detailed M1 Thompson machine gun and even the 101st airborne patch on his shoulder.

Thoroughly recommended for anyone interested in figure painting or those wanting to have a try but don't fancy tackling a complex camouflage patterned uniform on their first attempt.

Available from deskkit.online.fr

10/10 The Editor



DES KIT

**120MM FALLSCHIRMJÄGER BRIGADE RAMCKE (1942)
ITEM NO. 12014-F**

Our second figure from Des Kit this issue stays with the Paratrooper theme, though this time he's from the famed Fallschirmjäger-Brigade Ramcke, which was formed from the remnants of the units used during Operation Mercury, the costly airborne assault on Crete in 1941.

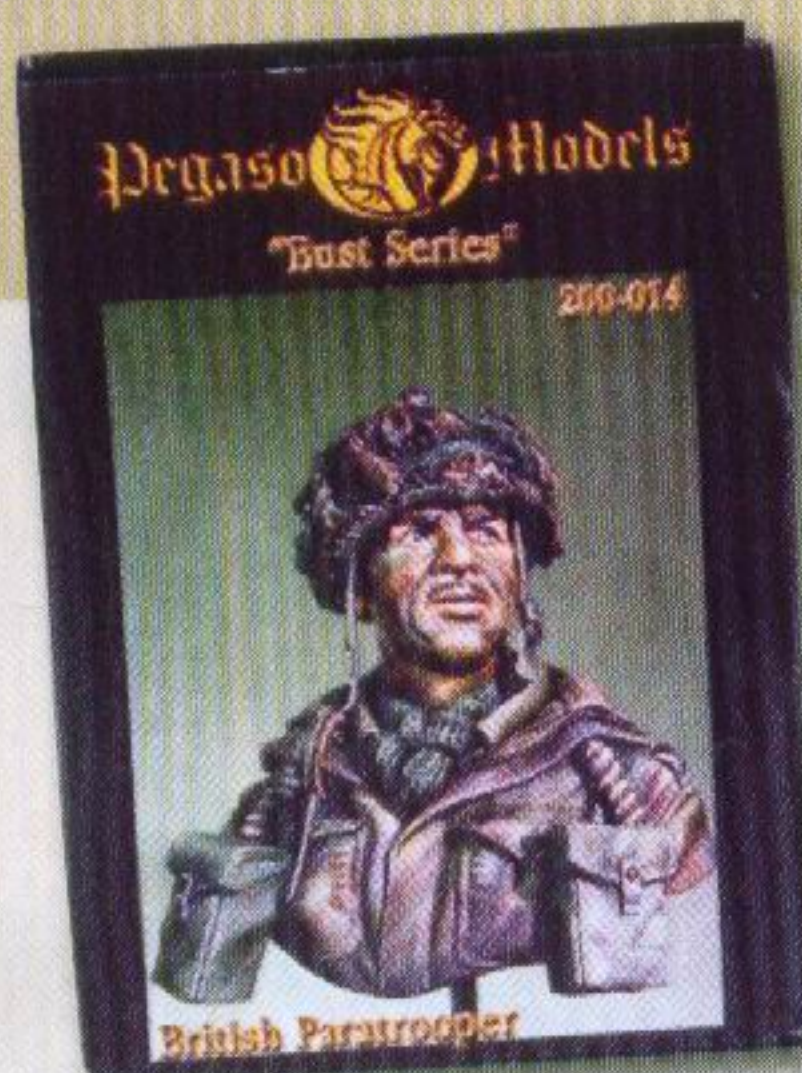
This ad-hoc Brigade was assembled for the planned invasion of Malta, but when this assault was cancelled the unit were sent to join Rommel's Afrika Korps where they were involved heavily in the second battle of El Alamein in which they were cut off and surrounded, but managed to hijack an entire Allied divisional resupply convoy without firing a single shot. They also drove 200 miles across the desert to friendly lines!

As with the US Para both the fit of parts and detailing are second to none, everything is just right from the proportion of the figure and his realistic stance to the natural looking creases in his uniform and the beautifully detailed weapons and equipment. Des Kit must be congratulated on producing two of the best figures in this scale I have ever seen.

Absolutely faultless!

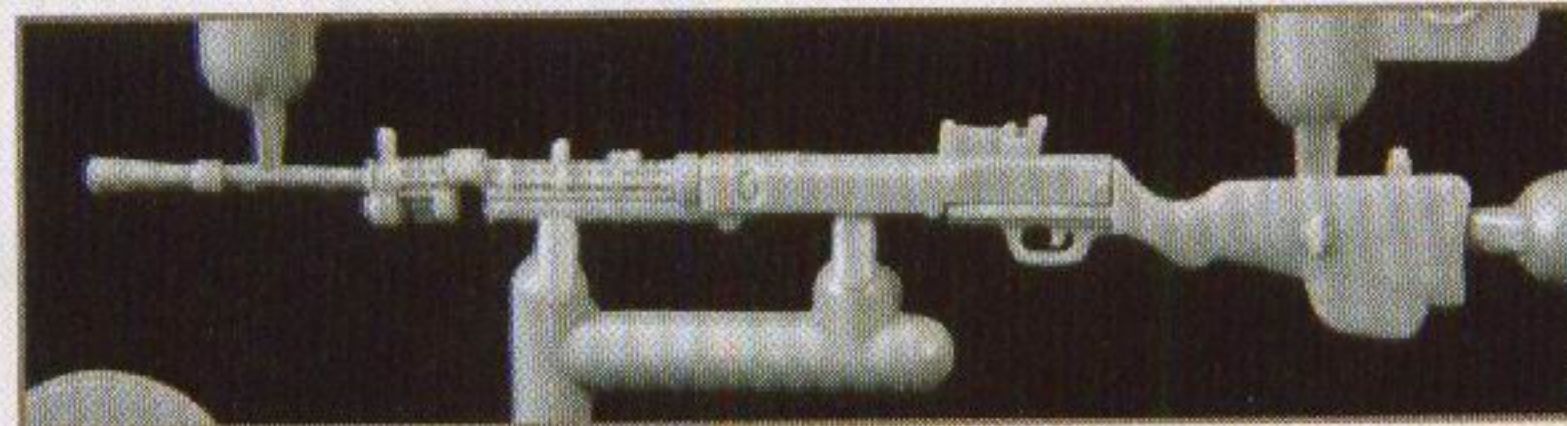
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10/10 - The Editor



PEGASO MODELS **BRITISH PARATROOPER** **ITEM NO. 00-014**

Beautifully cast in white metal, this figure consists of only eight parts including a short cylindrical post to support the bust. Everything about this model exudes quality from the facial expression, to the pocket and zip detail on his Denison smock. The sculptor has also done a fantastic job of faithfully reproducing the characteristic look of his helmet and netting which has been garnished with scrim camouflage. A must have bust for any serious figure painter, or the perfect figure to have fun painting as a break from the latest armour project filling your workbench. Available from www.historexagents.com
 10/10 - The Editor



DRAGON MODELS

SOVIET GUARDS INVENTORY 1944-1945 ITEM NO. 63776

Here is one of the latest sets of Gen 2 figures from Dragon. I was pleased when the Editor asked me to take a look at these as I'm building a Russian diorama at the moment and have never assembled any Gen 2 figures before.

On opening the box you are met with the usual grey plastic sprues containing lots of crisply detailed parts. I especially liked the way the hands have been moulded separately, this saves cutting off the hands, hollowing out the sleeves and then re-attaching them in an attempt to create a more realistic look. This set also contains a small etched brass fret that contains slings, straps and shoulder boards. One of the figures is depicted carrying a Panzerfaust and as a bonus, you not only get a Panzerfaust but also a weapons crate and a set of waterslide decals. The figures are all dressed in the padded Telogreika jacket (body warmer) and winter issue Gymnastiorka and trousers. All of the items are very well moulded and the level of detail is very high. I particularly liked the fact that even the soles of the boots were fully detailed.

To see how they fitted together I decided to assemble the kneeling figure, thankfully assembly was pretty straightforward if a little fiddly and once dry a few minor gaps mainly around his lower jacket area were filled and sanded smooth.

I was more that happy with the result, overall they are a nice set of figures, but have been let down by a few minor points. The 1940 style helmets though well detailed, just look the wrong shape and sit too high on the heads.

Although Dragon have done their best to refine the heads these now come in two parts, care has to be taken during assembly to fill the join line between the two halves, which can be quite difficult. I'm sure that once painted they will look good, but as I'm using these on a diorama, I decided to replace them with resin items.

Lastly the box top illustration shows one of the soldiers drinking from a clear bottle, but in the kit this bottle is supplied in solid grey plastic!

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8.5/10 - Matt Edwards

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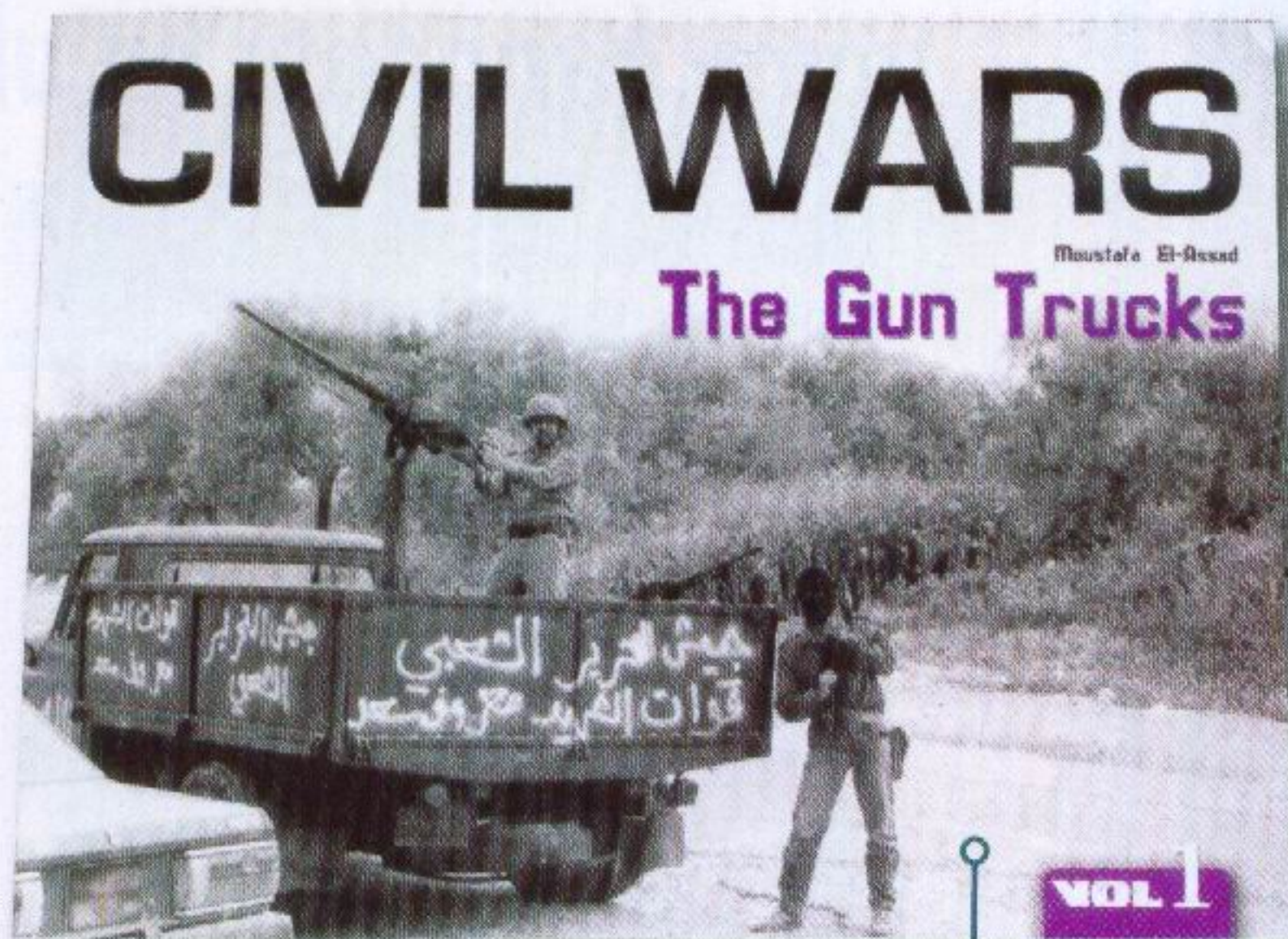
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Book Reviews



CIVIL WARS THE GUN TRUCKS VOL 1

MOUSTAFA EL-ASSAD • BLUE STEEL PUBLISHING
ISBN 9953-0-1256-8 • 146 PAGE LANDSCAPE S/B

As soon as I started to flick through this latest title from Blue Steel, the inspirational juices started to flow. Page after page contains both great modelling and diorama potential, especially if you have either the old Italeri or brand new Accurate Armour series III Land Rover in your collection as there are plenty featured, equipped with .50-cal Brownings, DUSHKAs and various recoilless rifles.

Toyota style 4x4s are another of the vehicles that were popular with the various militias, which will no doubt offer some great modelling projects for one of the Mig Productions civilian 4x4 resin kits.

Also seen is a great looking Staghound Mk1 along with another fitted with an AEC turret as well as M151 MUTT Jeeps, M113s and all manner of civilian pick-up trucks.

I really liked the format of this book, with the large A4 sized colour and black and white photos on the right hand page and the captions, flags, markings and cropped and enlarged images on the right, leaving the photos themselves free from captions.

If you have any interest in this turbulent subject, then I can wholeheartedly recommend you add this to your reference collection.

Available from www.blue-steel.info

The Editor



U.S. WWII 75MM HOWITZER MOTOR CARRIAGE M8 HMC & 105MM HOWITZER MOTOR CARRIAGE T82

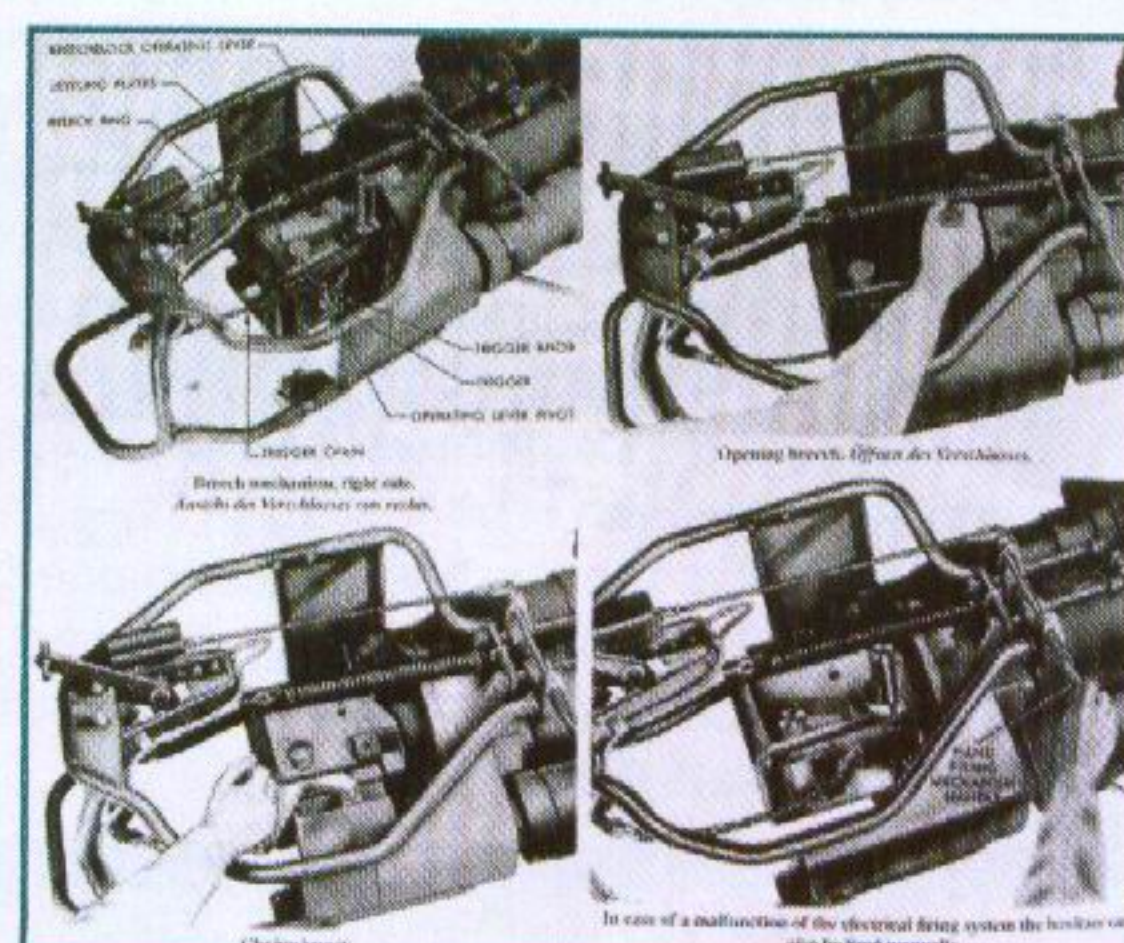
MICHAEL FRANZ • TANKOGRAD PUBLISHING

After buying a few Tankograd publications for my recent projects I am becoming a big fan of these brilliant books. Often it's easy to spend many hours trawling reference books and the internet to get good reference photos and with relatively few examples of most vehicles surviving in museums its great to have publications such as this that contain so many good photographs of vehicles in use – all in one place! Far from being just photo books, these publications also include a fair deal of written information about the vehicles and the units that used them.

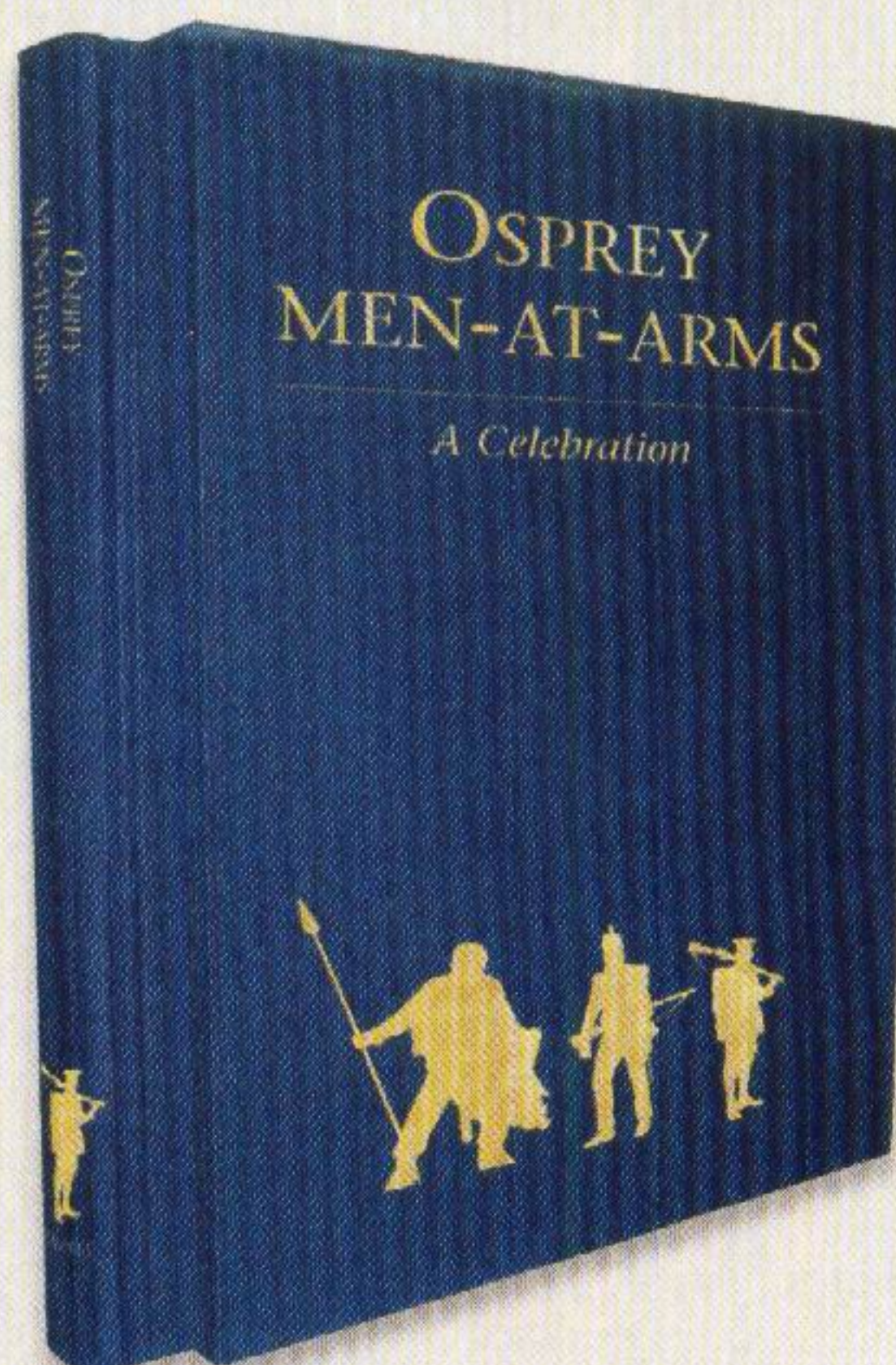
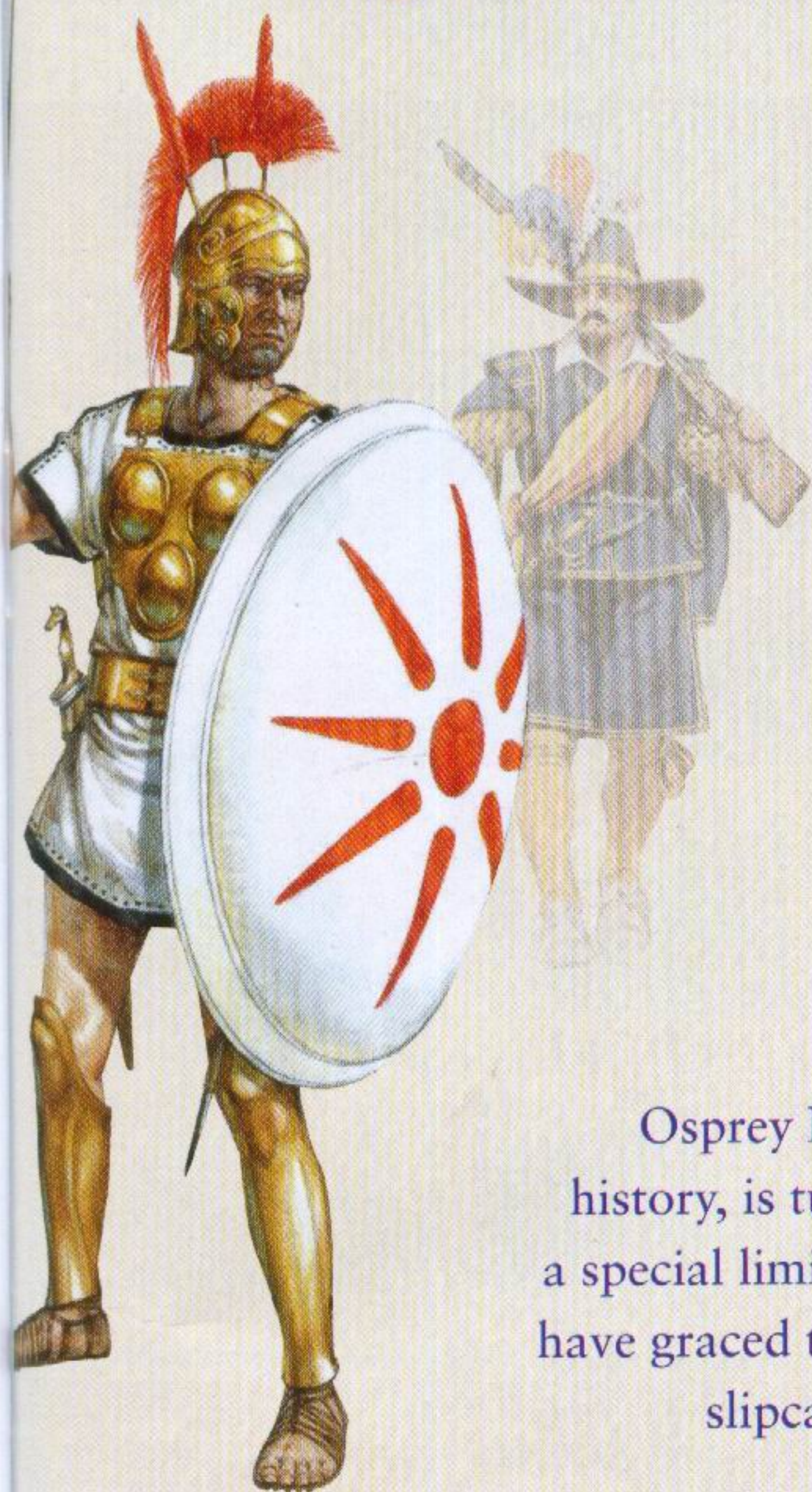
This new book concentrates primarily on the M8 HMC but also has sections on the M8 and M10 Armoured Trailer, which is really useful. The detail on the M8 HMC is comprehensive with plenty of 'in service' photos and a host of detailed photos of the armament, engine, transmission and interior, mostly from the original maintenance and technical information manuals. The majority of photos and illustrations are black and white but are clearly reproduced and a number of colour photos of preserved vehicles are also included. A really nice touch is the addition of the T82 HMC, which for those who have never seen this vehicle before has the appearance of a 'mini' M7 Priest. Developed too late to see the war, the book contains detailed information on this vehicle. Now, AFV Club give us an M8 to match the calibre of this book!

Available from www.bookworldws.com in the UK.

Nick Shuttleworth

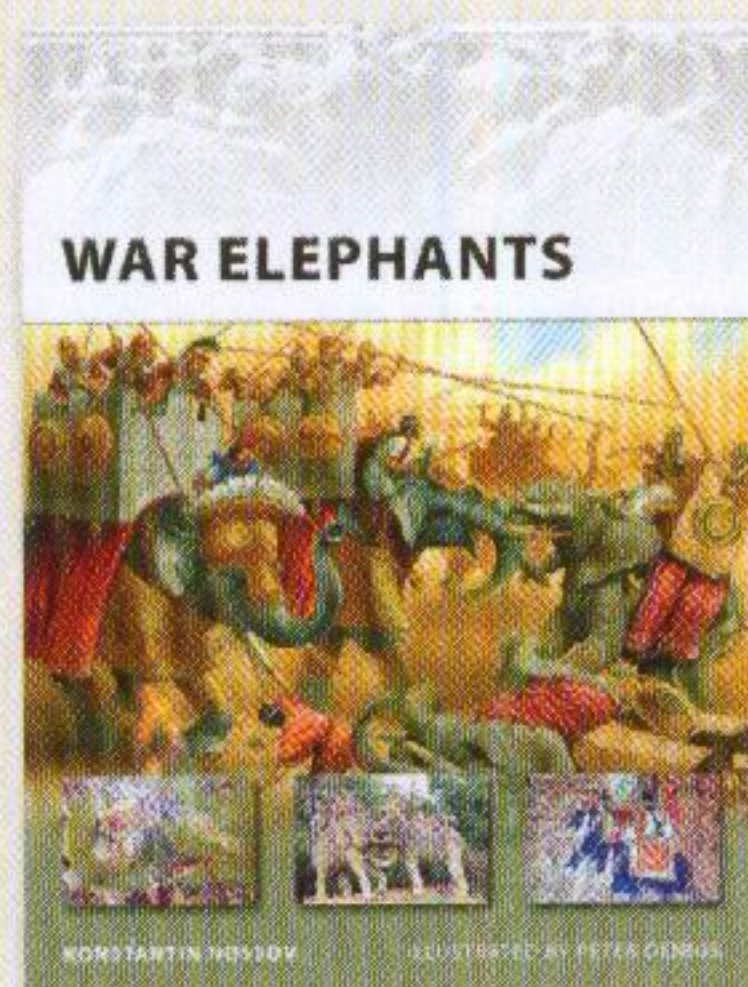


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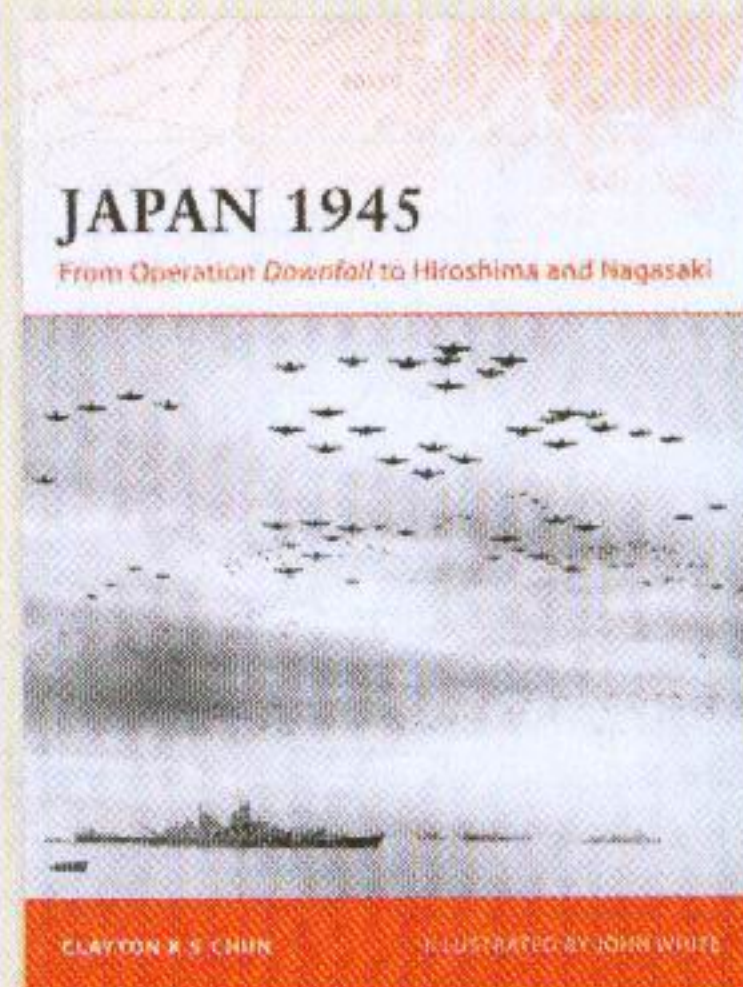


Osprey Publishing, the leading publisher of illustrated military history, is turning 40. To celebrate this milestone, Osprey is releasing a special limited-edition volume containing some of the best artwork to have graced the iconic *Men-at-Arms* series. This 388 page, cloth-bound, slipcased collectors' edition is available from November.

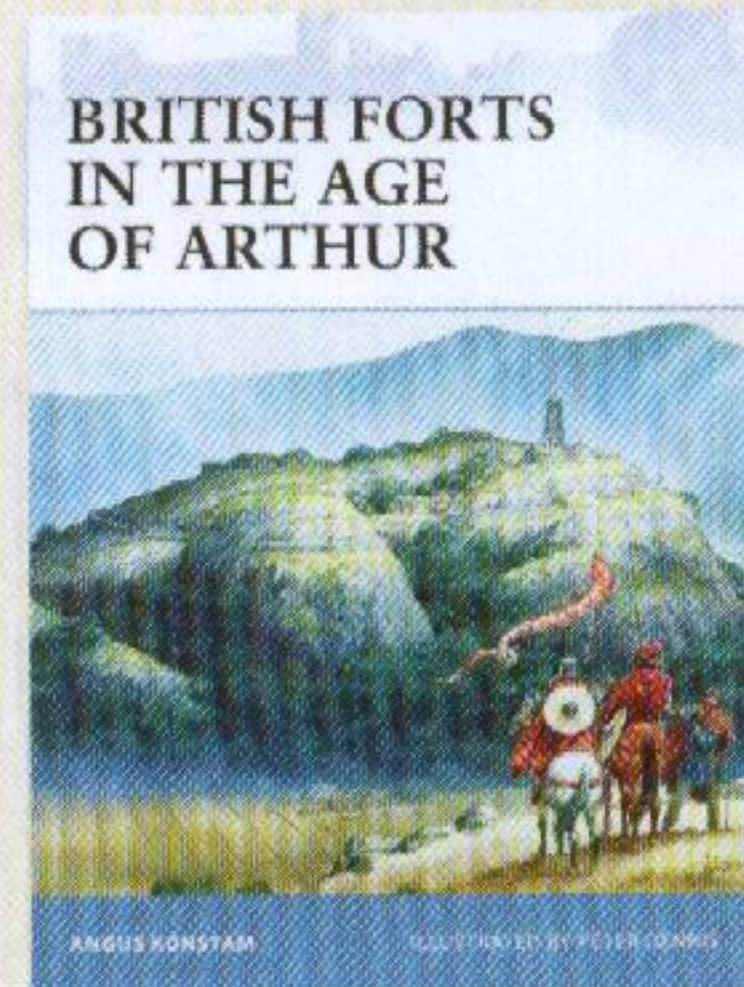
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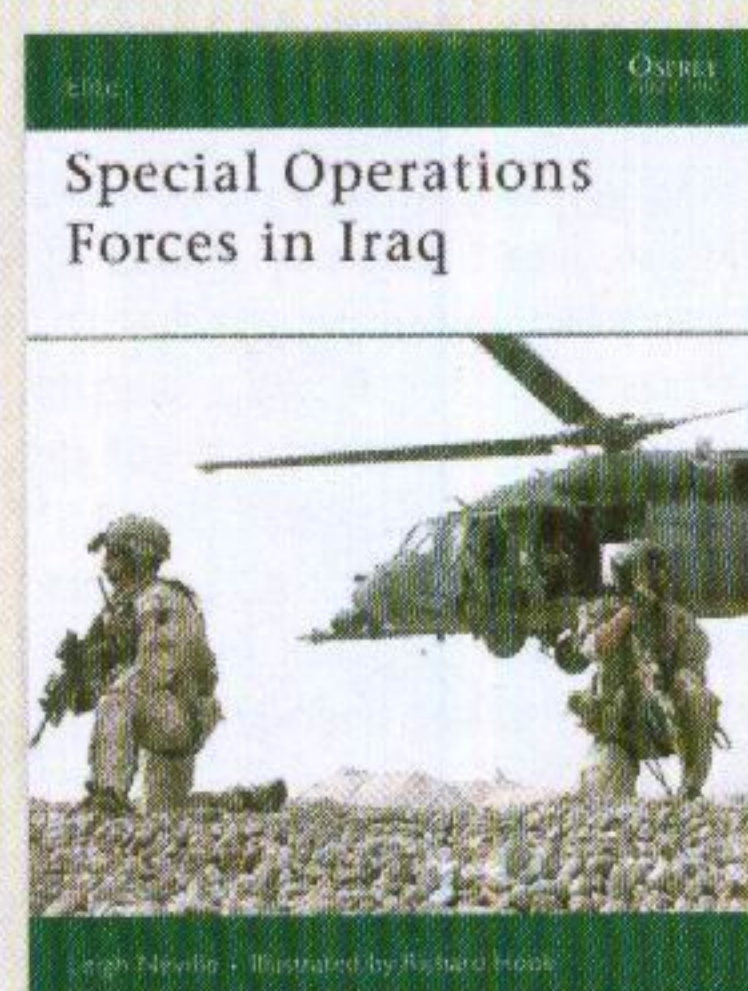
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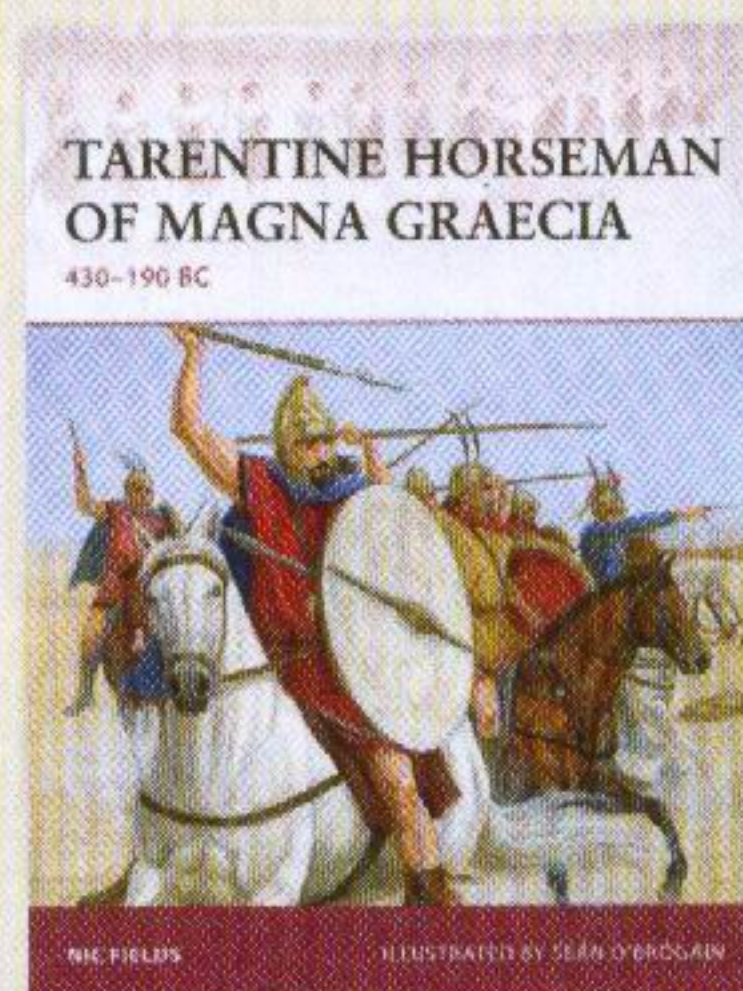
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Book Reviews



'PANZERSCHLACHT - ARMoured OPERATIONS ON THE HUNGARIAN PLAINS, SEPTEMBER - NOVEMBER 1944'

PERRY MOORE • PUBLISHED BY HELION & COMPANY • ISBN 978 1 932033 16 3

This latest title from Helion and Company covers the vicious fighting which took place between the newly allied Russian/Romanian forces and the joint German and Hungarian armies, a partnership which Germany had barely held together.

The Hungarians had managed to stem the advance of the Red Army in late August 1944, even managing to push back the Romanian forces, until the arrival of the Russian armoured brigades.

The Russians then turned their attention to the vast Hungarian plains, where some of the bitterest tank battles of the war ensued, the Russian focus was on surrounding the German 8th Army, a situation which the Germans only narrowly avoided, forcing the Russians to turn their attention towards taking Budapest.

'Panzerschlacht' covers all aspects of this hugely important, but until now, rarely covered subject, with extraordinary amounts of detail and a high level of information.

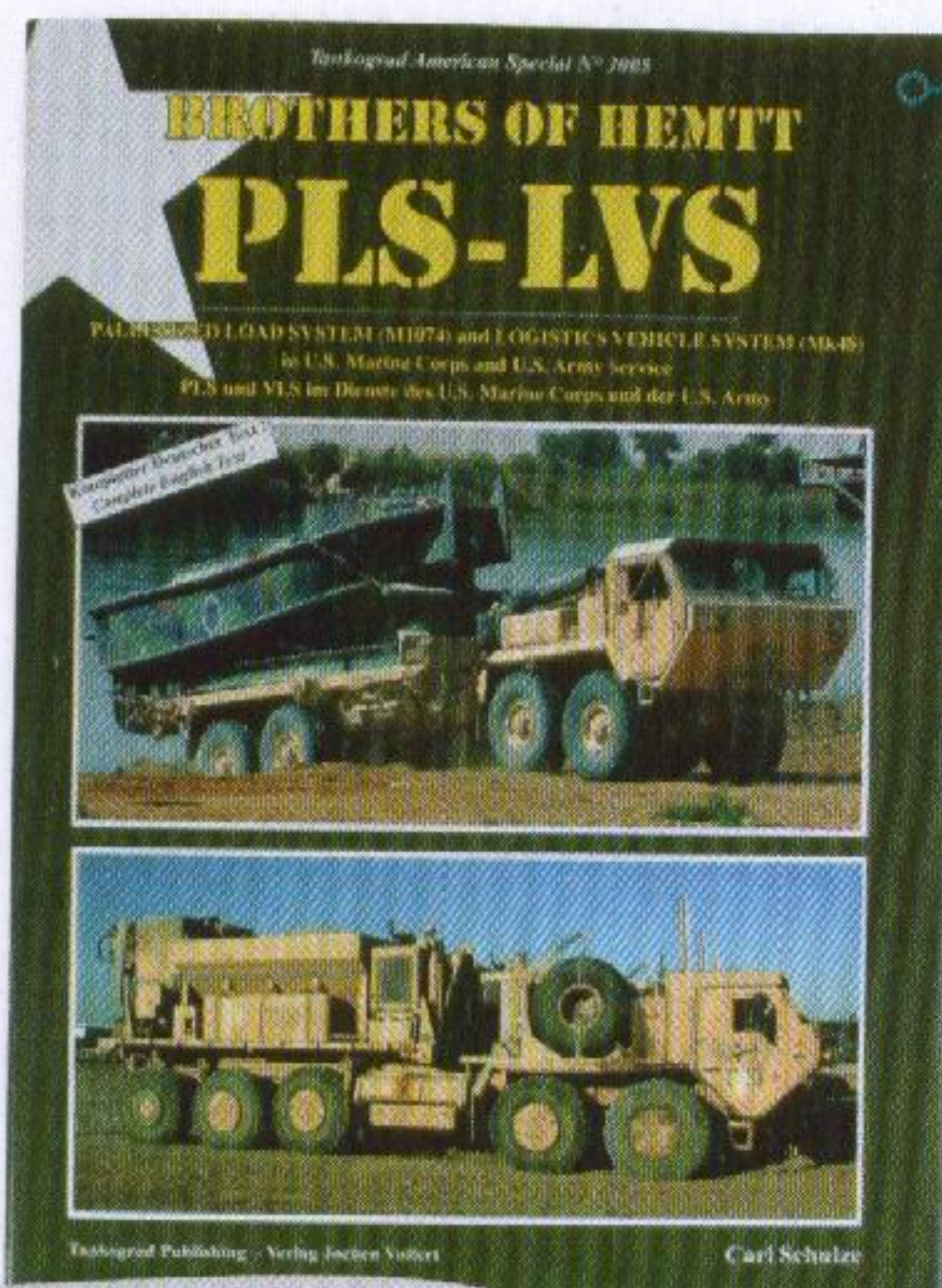
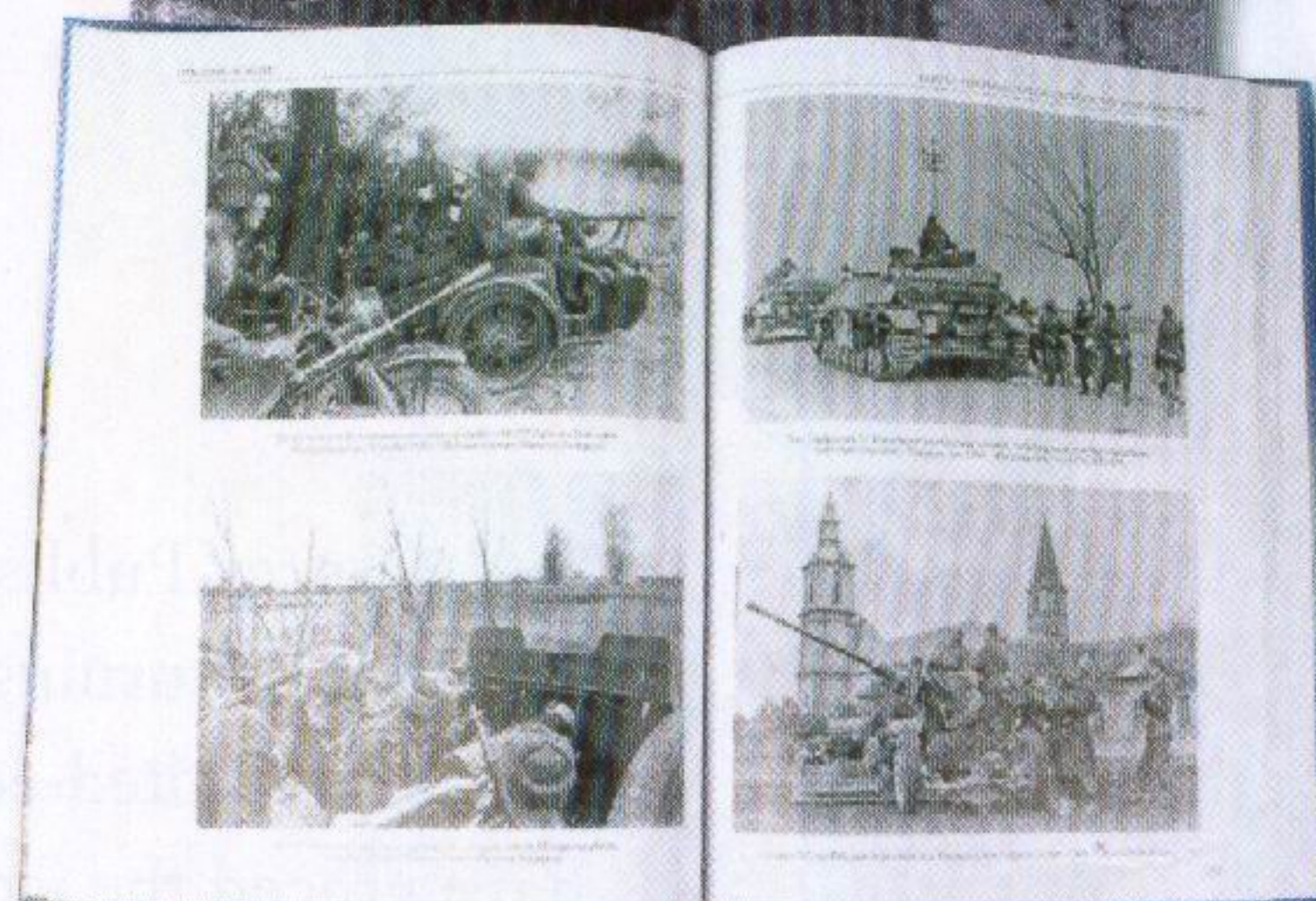
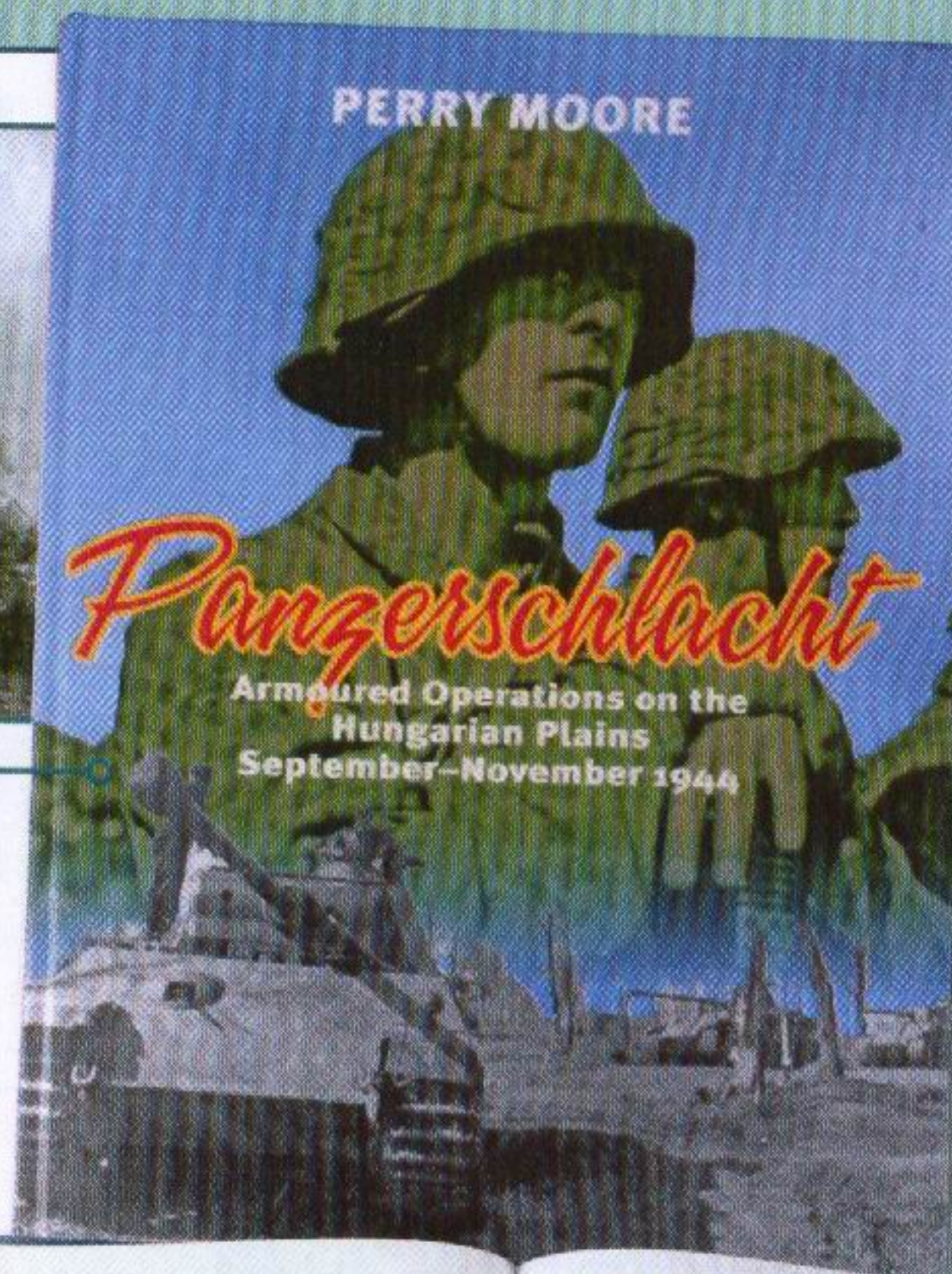
With the aid of detailed maps and many unpublished period photographs, the battles unfold, sometimes hour by hour, into an extremely detailed account, which will be equally useful to both the modeller and historian alike.

Personally, I'd have liked some inclusion of first-hand battle accounts or veteran's diaries, to give the whole episode a more human element and at times the amount of information to take in can be quite overwhelming, making for quite a heavy read, but on the whole this is a very informative and long overdue account of this monumental battle.

Highly Recommended.

Available from www.casematepublishing.co.uk

Darren Thompson



BROTHERS OF HEMTT PLS-LVS TANKOGRAD AMERICAN SPECIAL NO.3005

CARL SCHULZE • TANKOGRAD PUBLISHING

Prior to reading this book I only had knowledge of the HEMTT trucks and have to admit the M1074 Palletized Load System and Mk48 Logistics Vehicle System were totally new vehicles to me. The LVS is an innovative heavy truck with a unique design whereby the front cab module with power unit can be interchanged with a host of different trailers. The M1074 is very similar in principle to the British Army's DROPS trucks, however with a much wider range of load modules that include forward repair systems, concrete mixers, tankers and tippers. The Tankograd book traces the history of the vehicles back to the Twister and Dragon Wagon vehicles developed by Lockheed Missiles and Space Company back in the 1970s through to the development of the PLS and LVS by Oshkosh in the 1980s. Tankograd have produced a really excellent book on these vehicles and the book is crammed with colour photos of these vehicles performing different roles in Bosnia, Iraq and across the globe. The book also has a good degree of detail with regards to the add-on armour packs often fitted to these vehicles to protect them from insurgent attacks and IEDs. If you're planning a PLS or LVS project, or even just want to learn more about these vehicles, then this book is for you.

Available from www.bookworldws.co.uk

Nick Shuttleworth



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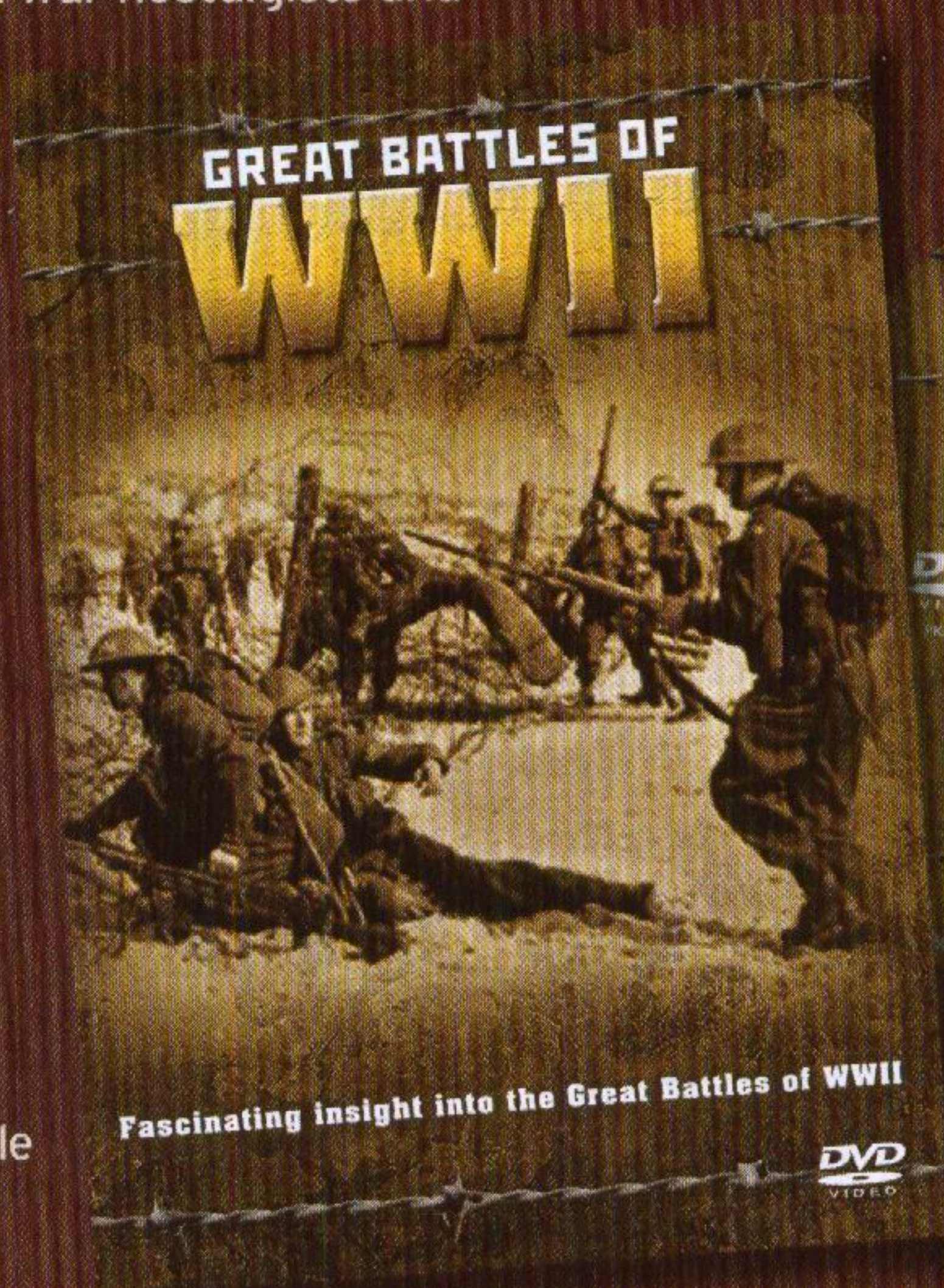
Model Military International in association with Pinnacle Vision offer three readers the chance to win a 6 set DVD series of Great Battles, Bombers, Fighters, Naval, Aircraft and Aviation of World War I and II.

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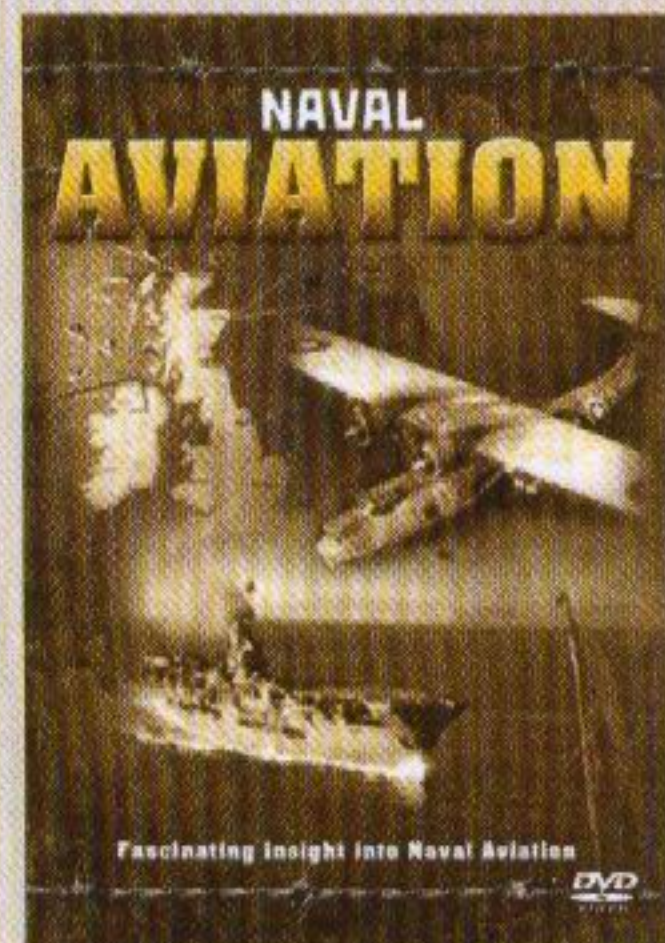
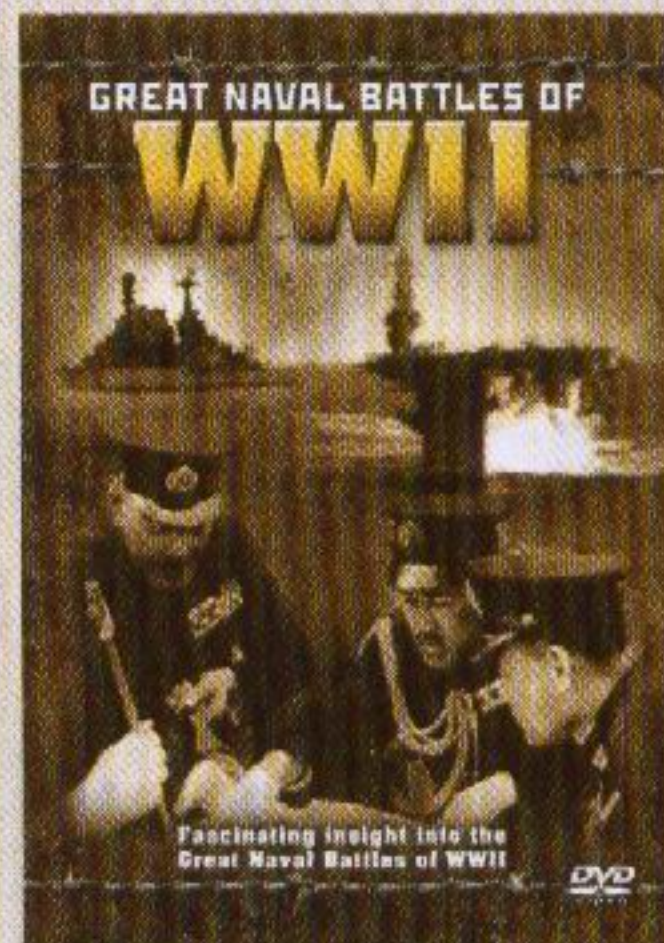
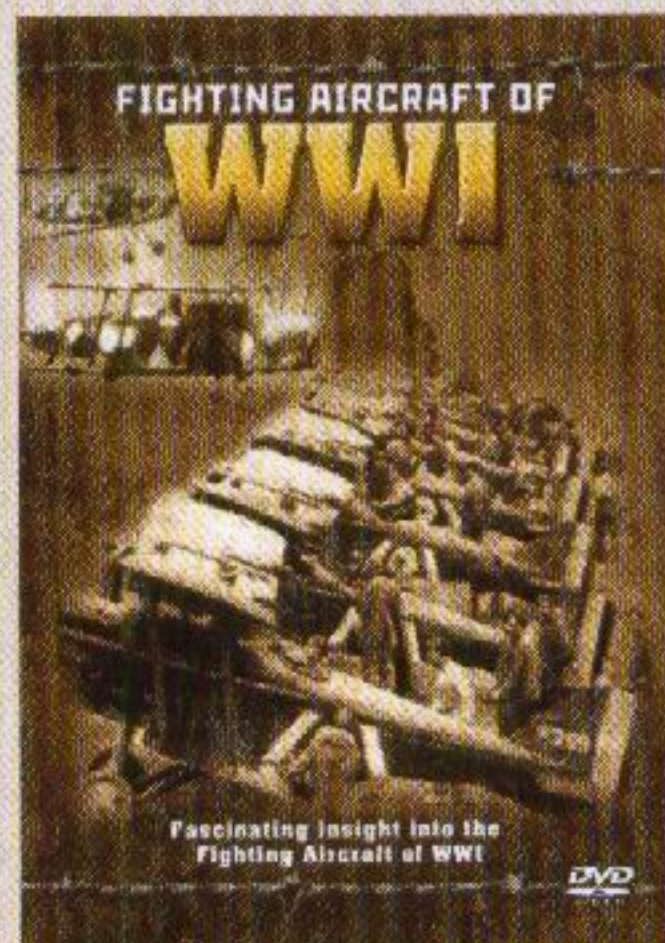
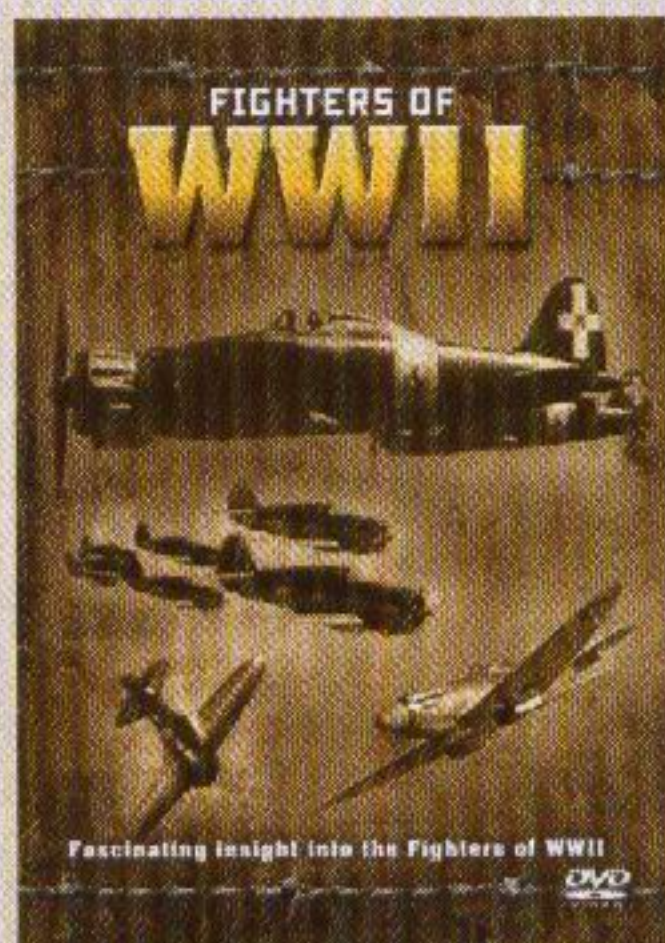
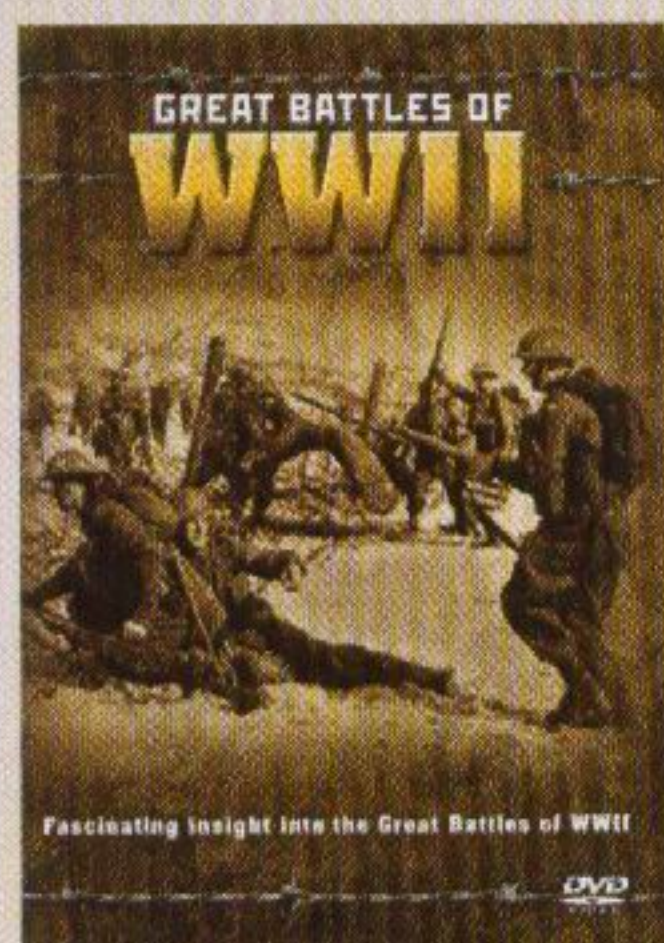
The series highlight the fierce battles that were fought on the high seas between the Allied and Axis Forces during the Second World War plus the fascinating advances in technology and innovations of the Fighting Aircraft of WWI are also captured in this great DVD collection.

The six single DVDs are priced at £9.99 each and are also available online at www.pvshop.co.uk/worldwar and from all good retailers. There are also six runner-up prizes of the Great Battles single DVD.

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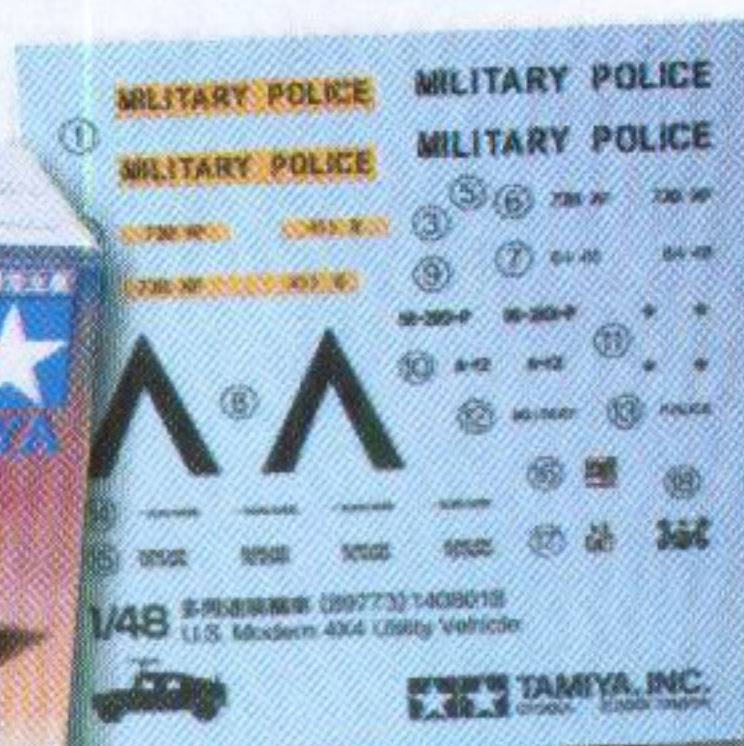


What were the code names of the two British beaches during the D-Day landings?



Competition rules

Employees/volunteers working for Pinnacle Vision and associated companies and their families are not permitted to enter. The first three (correct) entries drawn will win. The next six (correct) entries drawn will win the runner-up prize. Entries are limited to one per person/household. The winner's name will be published in a future edition of Model Military International. All entries received must reach ADH Publishing by 30th January 2009 when the draw takes place. Open to readers worldwide.



BLACK JET PROTECTOR

Luke Pitt gets his hands on Tamiya's all new quarter scale Humvee, which comes complete with a 1:48 F-117 Stealth Fighter!

This new 1:48th Tamiya kit of the venerable 'Hummer' is of an initial production M998 series of vehicles representing the M1025 Armament Carrier. The kit is offered with the F-117 as a package, but I feel sure it will be released as a separate kit in the near future. You will note, no mention is given to the word 'Hummer' and it is kitted as a "Modern 4 x 4 Utility Vehicle".

The kit consists of 100 parts in sand plastic, 10 parts in clear plastic, four rubber tyres and a decal sheet accompanied by an excellent set of instructions. The moulding is first class, with no cleanup needed except for a few fine mould seams. The detail is so fine in places it defies belief. The small rivet detail of the body sides for example is quite simply breathtaking. The initial pattern wheels (with their distinctive bias ply tyre) are provided, which would be appropriate for an early version of the M1025, but will need replacing with the later pattern radial tyres (after market producers take note) if you choose to make one that is currently in Iraq. The tyres are moulded in a hollow soft vinyl material and have a well-defined tread pattern. The wheel hubs are moulded as a single piece and are

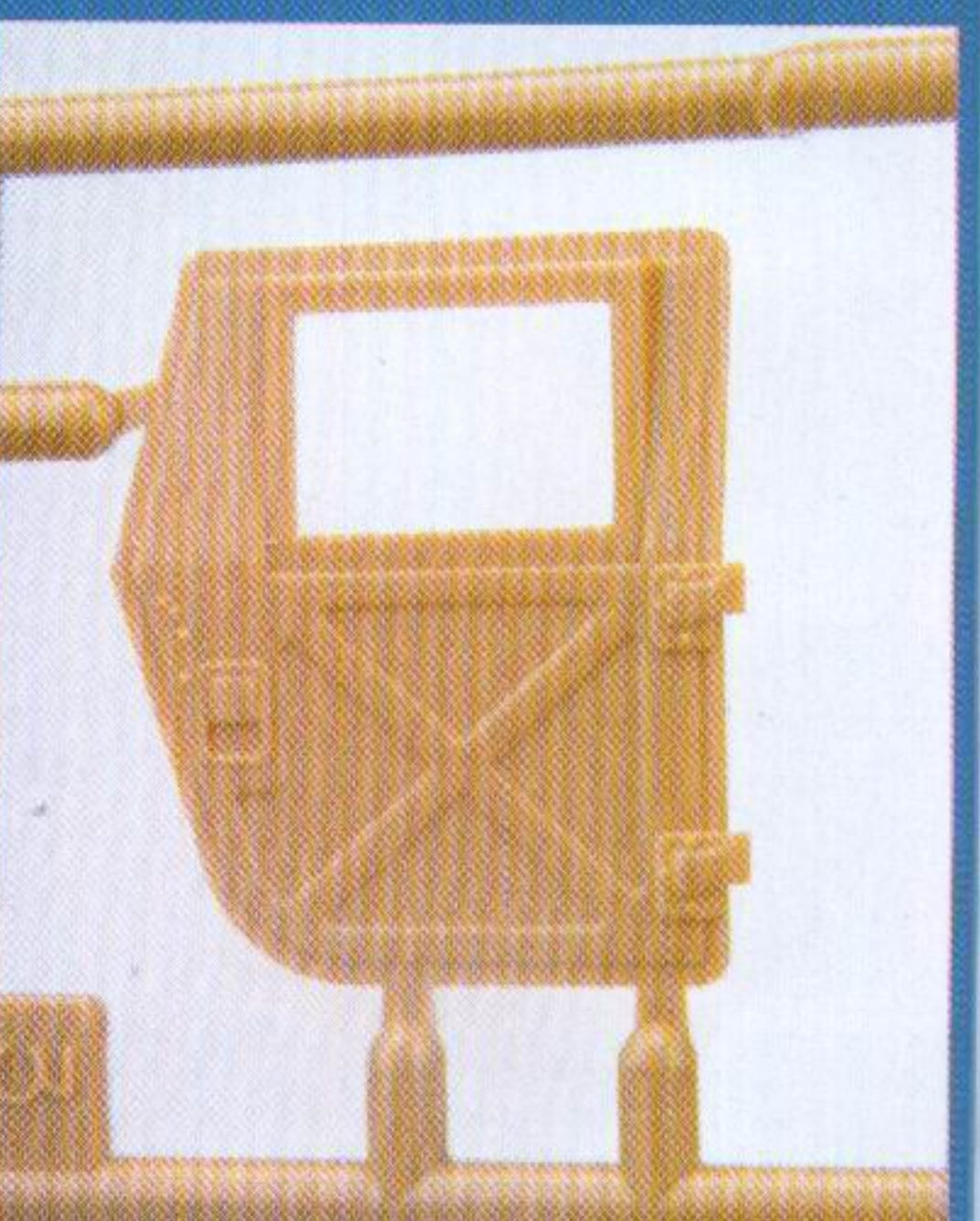
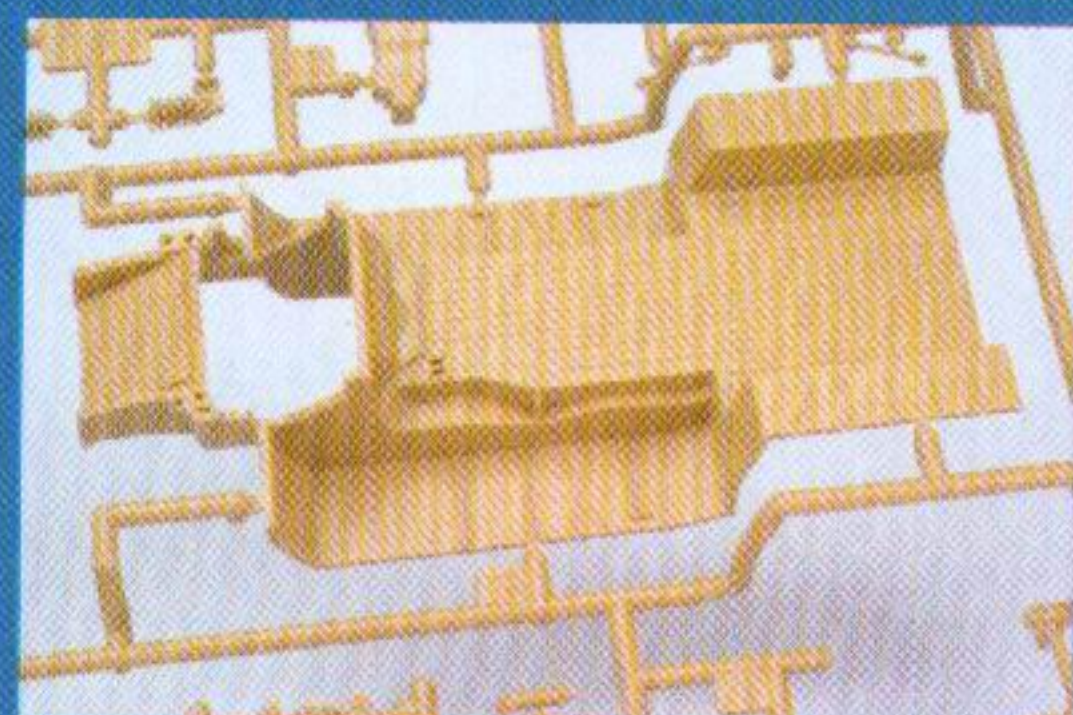
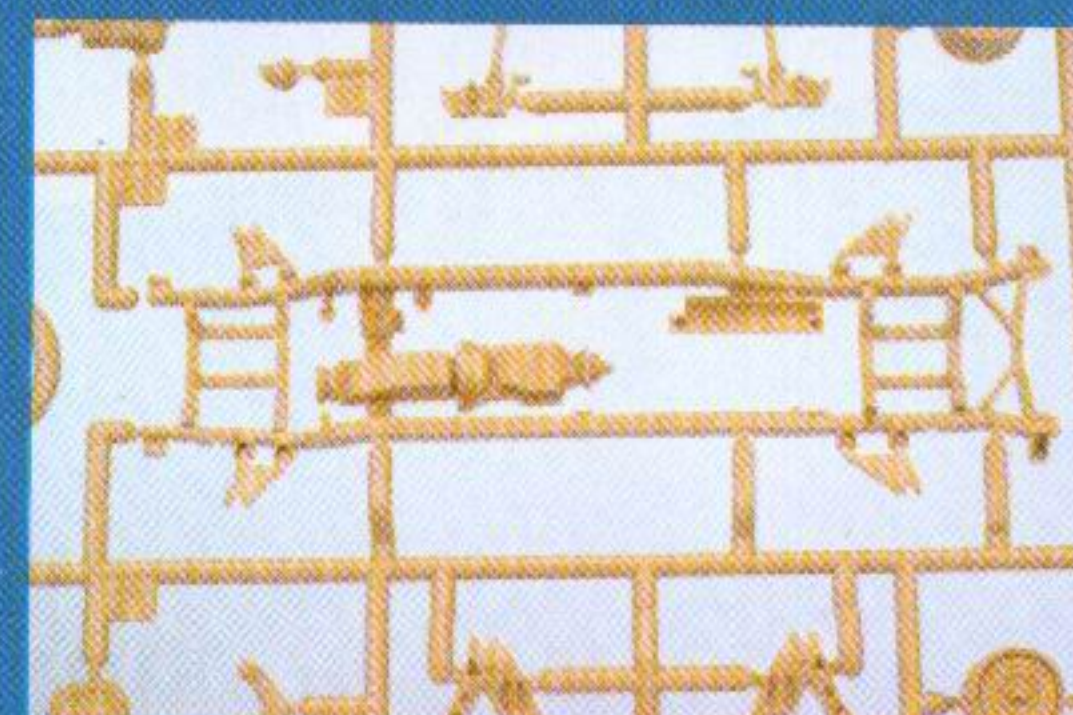


also very well done.

The chassis is a one piece plastic (yes plastic!) moulding to which are attached the front and rear suspension units which in turn are made up of separate drive units.

The large body moulding is a state of the art plastic moulding, which includes the main floor pan, sidewalls, firewall and front extension with the radiator. The main windshield has the frames for the large mirrors included. The crew seats have nice details, with the rear seats having separate cushions with detail on the back plates. The four doors are moulded as separate pieces and have nice details on both sides. The separate engine hood has a grille insert into which two separate clear head light lenses are placed.

The roof has a separate weapons' ring in which the well-moulded M60 machine gun can be mounted. A small but rather nice decal sheet is provided that includes the instrument faces for the interior as well as a NATO tri-colour and sand camouflaged example. To my mind this is the best 1:48 armour release produced by Tamiya thus far, basically it is a scaled down version of their 1:35 scale offering. After putting a few of the main body parts together for this review, I can report the kit just 'clicks together'. I for one will buy several when they are released as a separate kit. ■



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Letters

RECOMMENDED READING

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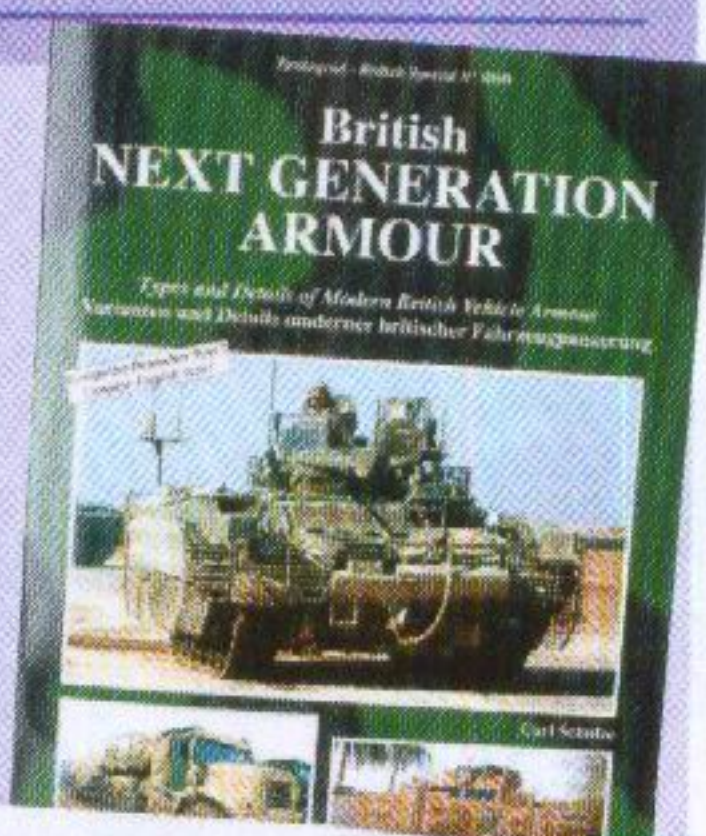
With all the modern British armour we are featuring this issue, I couldn't help but be drawn to this latest book from Tankograd that Justin from Book World Wholesale was kind enough to send. It is packed full of amazing photos and informative text and captions highlighting the very latest modifications British vehicles are receiving whilst on operations in Iraq and Afghanistan.

It is amazing to look at how much these vehicles have been updated and modified from their original state when first introduced into service. For me, the up-armoured Warrior has to be one of the most purposeful and coolest looking vehicles to be seen anywhere!

If you have any of the Challenger 2, Warrior, Bulldog or CrARRV kits and conversions from either Accurate Armour or Cromwell Models then this book is an absolute must for your reference library.

Wholeheartedly recommended.

Available from www.bookworldws.co.uk



MESSAGE FROM THE EDITOR

FREEBIE DVD

If you turn to page 51 you will see we are offering a free interactive DVD on the WWII German Panther tank to anyone who takes a subscription or extends their existing subscription to Model Military. If you take out a subscription you not only get the magazine before it hits the shops but also save money as well. So if you want to beat the credit crunch now is the ideal time to take out a sub and get this excellent reference DVD for free.

See you again on December 4th

Spud
John 'Spud' Murphy

100 TONS OF FUN

Following the above report in the October issue of Model Military International, I thought I would take the liberty of forwarding these photos to you (Below), which show Oshkoshes being loaded with a Challenger 1 and 2. The Challenger 1 picture were taken at the Aldershot Military Museum last year, when the Chally was transported to HMS Collingwood for a 'weekend away'. The 1070 is certainly a big piece of kit and my colleague, who was driving the Challenger, was most impressed by the size of the flatbed and the ability to 'manoeuvre' the tank once on there. Whilst the Challenger 2 was photographed at last year's Aldershot Army Show. I hope these may be of interest.

Regards,
Mike Prorok

PANTHER PERFECTION

Dear Ed, just a quick message to let you know what a great mag you have. I have started to build again after a 30+ year lay-off, and have found your mag a huge help. I picked up issue No.28 at a news agency whilst on holiday, and to my shock and horror saw

the very same Panther Ausf. G featured that I had started to build before going on holiday. I would have been content with my build until I saw that my pubescent attempts at building did not follow or match Dennis Brandle's build, so on my return I have put my half completed kit back in its box and I will start again. (I think the old build might be alright in a diorama showing a damaged panzer). I have organised to purchase all the back issues.

Thanks for a great magazine.

Steve Whenan
(South Australia)

Ed says: Thanks for taking the time to write, I'm glad you have returned to the hobby and I guess you have noticed how much things have changed.

Sorry that we have caused you to put your Panther back in the box and start another! I have tried to include informative technique guides in every issue, which I hope you will help with all aspects of your modelling, we even had a really good article by Mig Jimenez on painting and weathering a knocked out Panzer IV, which maybe perfect for your first Panther?



WRITE TO:

MMI Letters, ADH Publishing, Doolittle Mill, Doolittle Lane, Totternhoe, Bedfordshire, LU6 1QX, UK
Tel: 01525 222573 Fax: 01525 222574 Email: editor@modelmilitary.com
The views expressed are not necessarily those of the editor or publisher. Letters may be edited for publication.

RANDOM REFERENCE!

GERMAN RED PRIMER

What is the correct shade of WWII German red primer? This is a question that has all too often started a heated debate on whichever modelling web forum or model club it has been asked on or at. Well I hope this photo helps a little? The photo was taken of one of the engine compartment bulkheads of the Bovington Tiger I during its restoration a few years ago. To the best of everyone involved's knowledge this is the original colour and as it hasn't been exposed to direct sunlight it's about as close as it gets to the shade when applied some 60 years ago. Obviously different manufacturers used different shades of primer in the production of their armour plate, vehicles and equipment, but if nothing else it's a pretty good starting point.



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November 15th/16th

Scale Modelworld IPMS (UK)
 2008 will be taking place at the
 National Exhibition, Telford
 International Centre.
 For full details on the World's
 largest model show please go to:
www.ipms-uk.co.uk

November 23rd

BUGLE CALL 2008
 The biggest model show in the
 South West, with over 30 club
 stands and a large number of
 traders selling a wide range of
 products including books, model
 figures, plastic kits, bases,
 collectors figures, tools and
 flats. There is a well supported
 competition covering all aspects
 of military and fantasy modelling.
 Organised by the Bristol branch
 of the BMSS the show takes
 place at the Pavilion, North
 Parade Road, Bath. Doors open
 10am. For further information
 contact boborr@talktalk.net

January 11th

Bolton IPMS Model Bonanza
 2009 at St Josephs RC High
 School, Chorley New Road,
 Horwich BL6 6HW. Bolton IPMS
 will be holding their annual
 model Bonanza a week early in
 2009. Free parking available
 as usual, along with hot and
 cold snacks, plenty of traders
 and some excellent Branch and
 SIG Displays. The themed table
 for 2009 is 'Stripes', however
 you may want to interpret that,
 please feel free to bring along
 any models you feel will fit in
 with the theme.

February 1st

Milton Keynes Scale Model
 Club will once again be hosting
 'ModelKraft 2009' at the
 Stantonbury Leisure Centre,
 Milton Keynes.
 For further Information please
 go to www.mksmc.co.uk

February 15th

IPMS Huddersfield will be holding
 their annual show at the
 Huddersfield Sports Centre,
 Southgate, Huddersfield, West
 Yorkshire HD1 1TW
 All enquiries contact:
andrewscholefield@yahoo.co.uk
alanpaul@ukonline.co.uk

March 14th/15th

After last year's very successful
 show, Southern Expo is back on
 March 14th and 15th 2009. The
 show will be open from 10am to
 5pm on Saturday and 10am to
 4 pm on Sunday. As before the
 show will be held at Hornchurch
 Sports Centre, Harrow Lodge
 Park, Hornchurch Road,
 Hornchurch, Essex RM11 1ET
 Nearest Underground Station:
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 Nearest Mainline Stations:
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 Bus Nos: 193, 365 or 248, 370.
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 For more information email us
 at: southernexpo@tiscali.co.uk
 Or visit the website:
<http://myweb.tiscali.co.uk/southernexpo>

April 5th

Shropshire Model Show
 Will be holding their annual show
 at the Royal Air Force Museum,
 Cosford.
 Opening times are 10am to 4pm
 with free admission and parking.
 For further info please contact:
 Gary Stevens on 01939 270481

If you have an upcoming
 event that you would like
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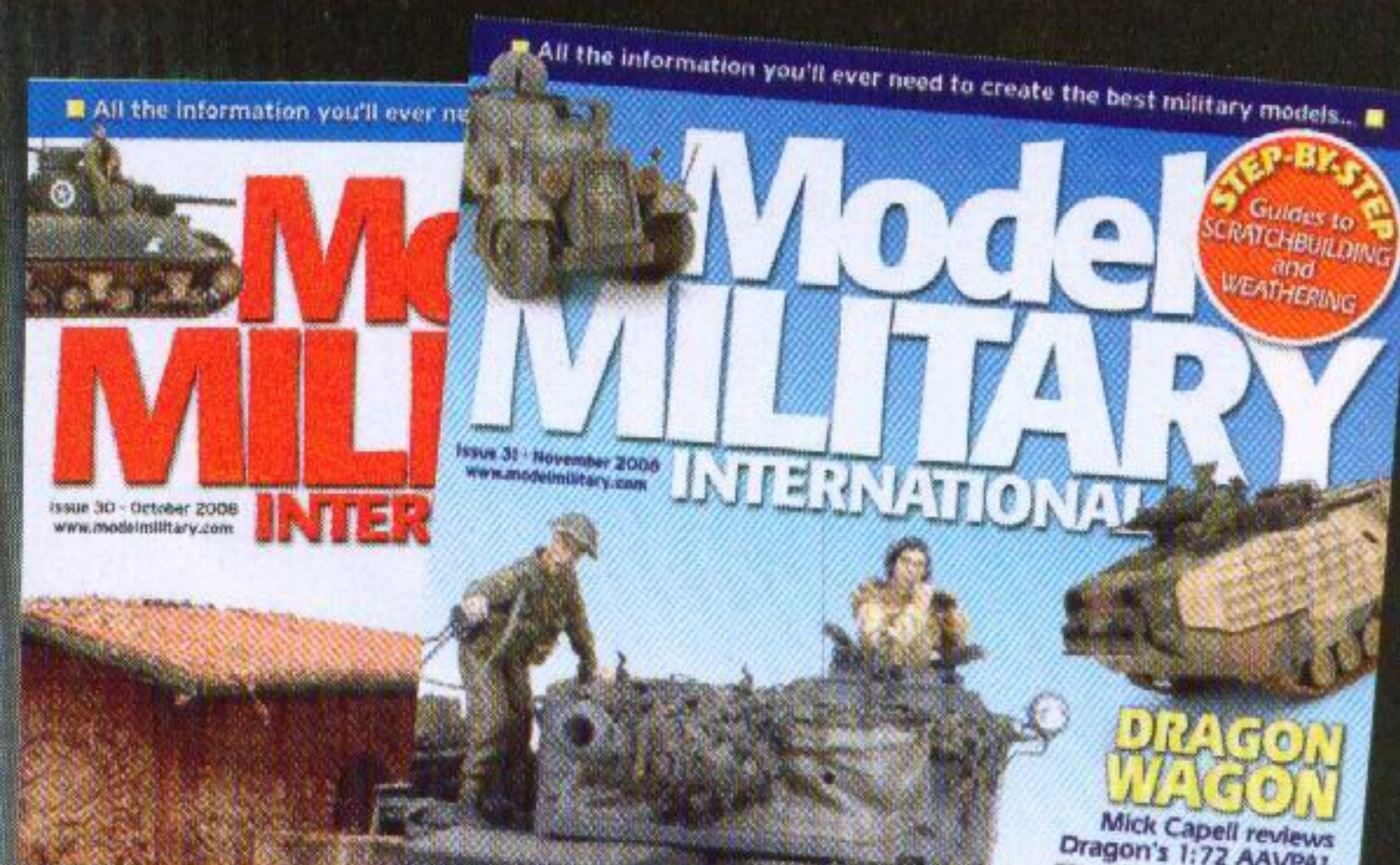
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References - FV 432 MK.3 'BULLDOG'

Ralph Zwilling brings us a superb full size reference report on the British Army's upgraded FV432 Mk.3, the 'Bulldog'.



BULLDOG

Although a number of new armoured fighting vehicles are scheduled to enter service with the British Army in the coming years, it still operates a fleet of approximately 1,400 FV430 series armoured personnel carriers and variants.

Many of the FV430 components such as its drive-train, braking and steering systems no longer meet the latest European regulations. The vehicles, which were designed in the 1960s, were becoming difficult and expensive to support and maintain.

This was rectified in October 2005, BAE Systems were awarded an £85 million contract to upgrade 500 FV430s to increasing the vehicles reliability. While these upgrades were taking place the UK's Ministry of Defence

announced the procurement of a further 70 FV432s to be up-armoured and upgraded to the Mk.3 Bulldog standard. The 2nd Battalion, 'The Rifles' based at Basra Palace was the first unit to use the new vehicles operationally.

The old 240hp Rolls-Royce K60 2-stroke 6-cylinder multi-fuel engine and semiautomatic transmission have been replaced by a new turbocharged 250hp Cummins 6BTAA 6-cylinder diesel engine coupled to an Allison X200-4C fully automatic electronically controlled transmission as used in the current M113A3 APC. This new powerpack and suspension give the 16 ton vehicle a top speed of up to 72 km/h!

The new armour package was necessary to meet an urgent operational requirement for extra armoured vehicles for use in

counter-insurgency campaigns in Iraq and Afghanistan. The combination of the new spall liner and exterior armour brings the protection level on a par with the FV-510 Warrior fitted with Warrior Application Protection 2 (WRAP 2). The appliqué armour package developed by RAFAEL Advanced Defence Systems Ltd. in Israel uses the latest-generation in sensitive explosive reactive armour package on the front and sides providing protection against a variety of anti-tank weapons. To include the widely deployed RPG-7 rocket propelled grenade and small arms up to 14.5mm armour piercing rounds. The firepower and communications equipment of the new FV430 Mk.3 Bulldog has also improved, some vehicles are fitted with the 139kg Enforcer Remote Controlled Weapon Station (RCWS) while

others received an up-armoured commander's cupola. The Enforcer RCWS, built by Selex Sensor and Airborne Systems Ltd., is a licensed copy of the RAFAEL Mini-Samson RCWS that is already in service with others nation's forces like Australia, Israel and the U.S. Navy. Its modular design allows a range of weapons to be fitted including the 7.62mm General Purpose Machine Gun (GPMG), 12.7mm Heavy Machine Gun (HMG) and 40mm Automatic Grenade Launcher (AGL). Depending on the weapon mounted on the RCWS, the linked ammunition capacity is thirty-two 40mm rounds, over a hundred 12.7mm rounds, or two hundred 7.62mm rounds stored in a box on the left side of the weapon cradle. These reborn 'Trojans' are currently planned to remain in service with the British Army until 2015. ■



◀ ▼ The old and the new. Apart from the new heavy side armour, the Remote Controlled Weapon Station and new commander's cupola are clearly visible.



▼ Mounting the potent .50-cal M2 machine gun gives the Bulldog some much needed firepower and a look not dissimilar to the ACAV shields developed and used by the US Army during the Vietnam war and still in use 40 years later in Iraq.





References - FV 432 MK.3 'BULLDOG'



▲ In this low angle shot of the up-armoured commander's cupola the ring of vision blocks around the base offer the commander all round vision when 'battened down' with the hatch shut.



▲ In this view of the shield it's clear to see the comparative thickness of the armour plate used for the main shield and the glass blocks needed for the vision apertures to obtain the equivalent protection



▲ A clear view of the M2 machine gun and ammo box cradle. Note that the 'upper' base plate of the cradle can be hinged up to allow the fitment of the larger box when the automatic grenade launcher is installed.

Overhead view of the commander's position. ▶
Note the turret traverse wheel above and between the Helmet and Camelbak. The small red-topped items next to the map are MOD issue AA batteries.

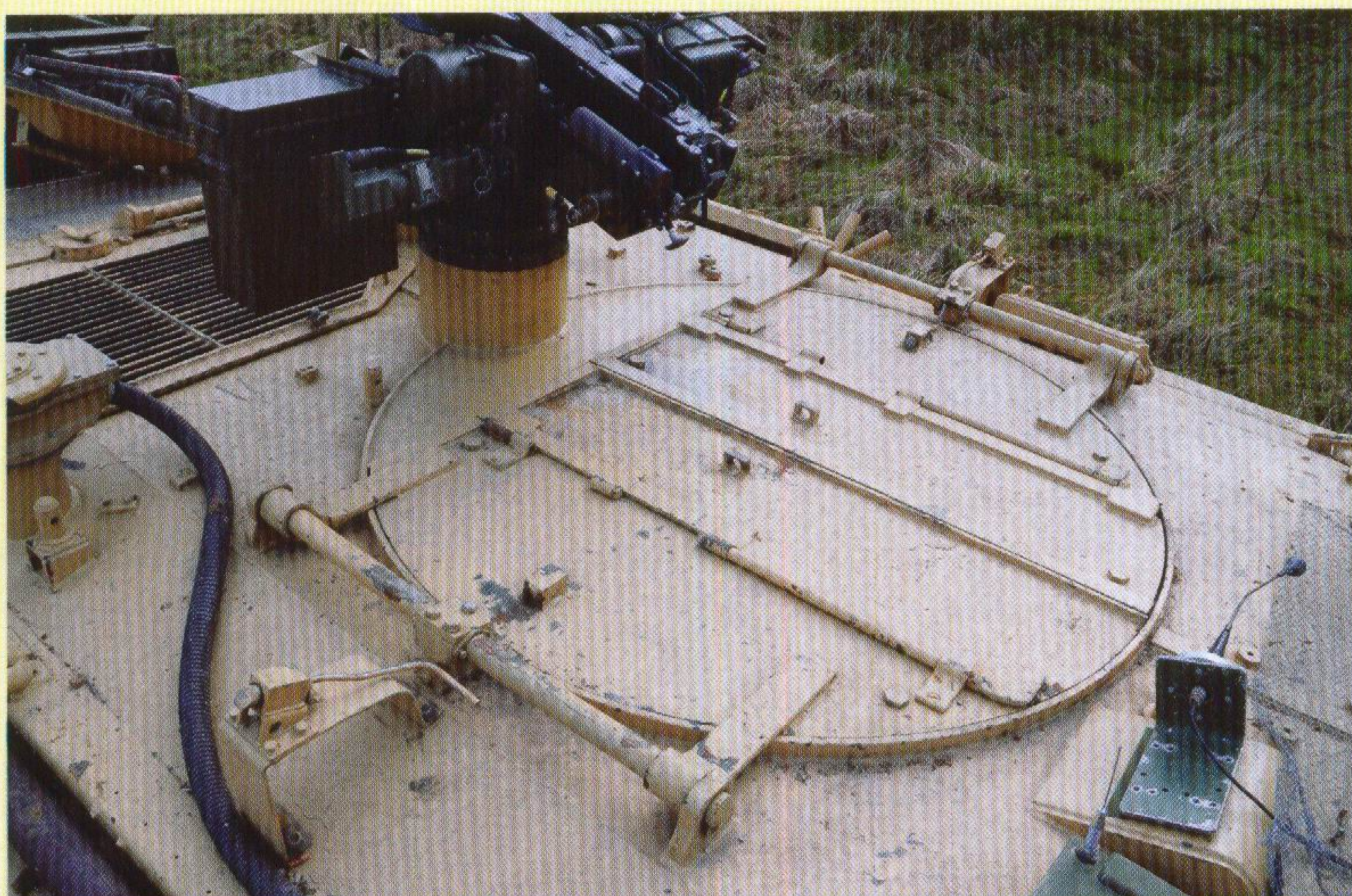




◀ The 139kg Enforcer Remote Controlled Weapon Station (RCWS) can be fitted with a variety of weapons including .50-cal machine gun and automatic 40mm grenade launcher and in this case the 7.62 General Purpose Machine Gun (GPMG). Note the Barracuda camouflage covering.



▲ Detail shot of the rear of the RCWS mounting a .50-cal M2HB machine gun. Note the yellow labels on the electrical wiring, these labels appear on all MOD wiring and contain the NATO part number for that specific part.



◀ Main hatch details, note the paint chipping along the hinge bar and around the locking mechanism.



References - FV 432 MK.3 'BULLDOG'



◀ Here we can see the Enforcer Remote Controlled Weapon Station (RCWS) fitted with the .50-cal heavy machine gun.

▶ Driver's hatch a commander's cupola detail shot. Note the wire cutter fitted forward of the driver's hatch.



▼ The new appliqué armour package is developed by RAFAEL Advanced Defence Systems Ltd. of Israel is missing from these vehicles on exercise, but will be mounted onto the side panels when deployed.





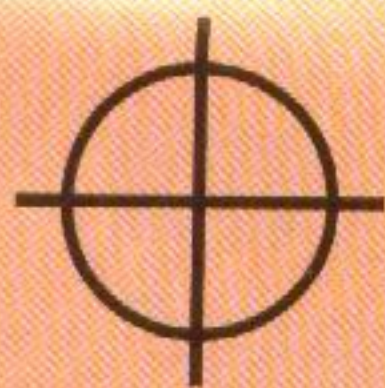
◀ Compare this photo to the one on page 13 of the original FV432 and it is clear to see that the rear door has remained unmodified on the new Bulldog. Note the reversing/rearview camera mounted on the overhead stowage bin.



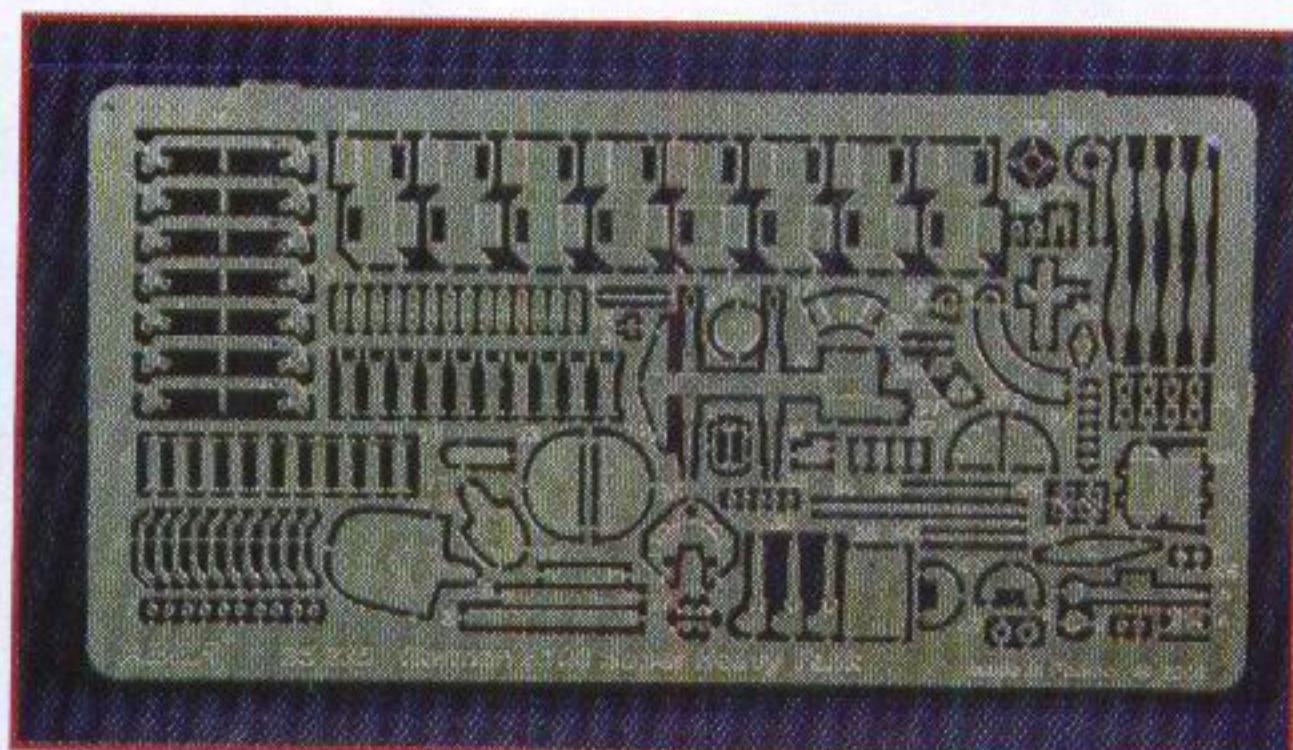
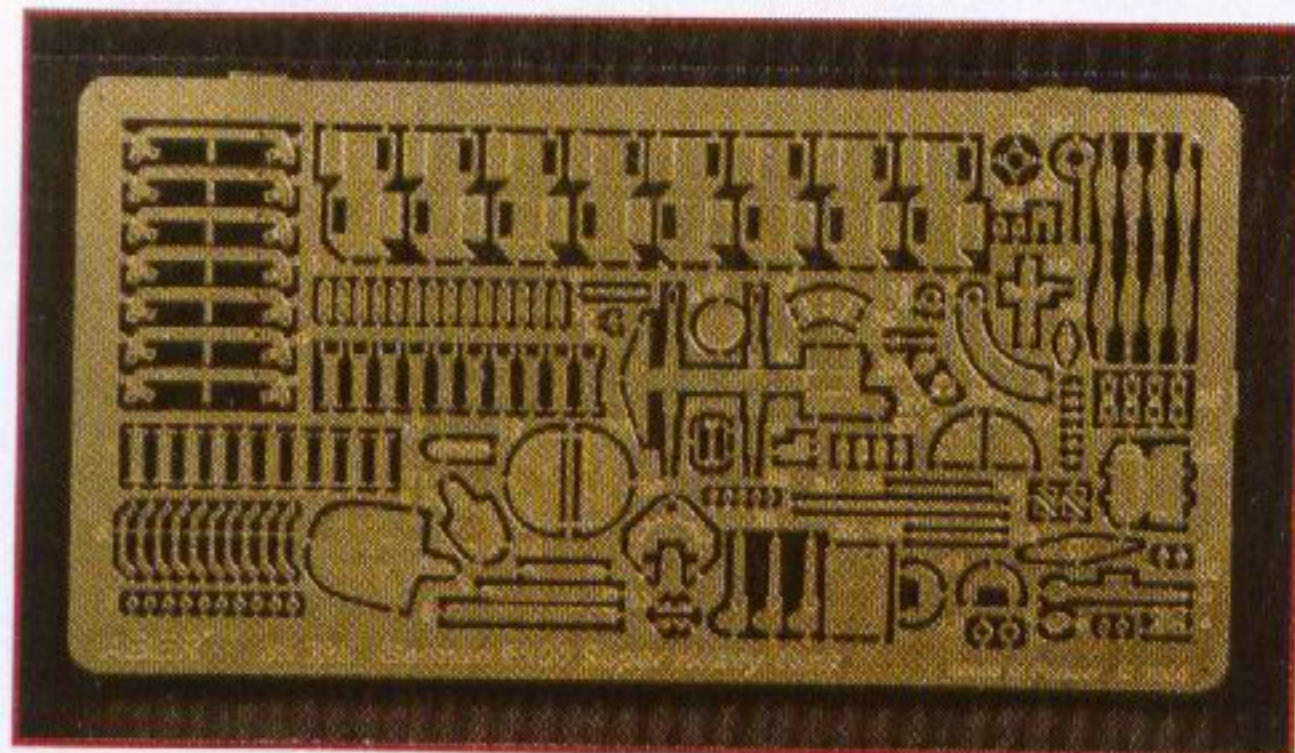
▲ Oh no! Note the chipped paint above the rear door, that should never happen on a modern vehicle. The small green object above the number plate is the light to illuminate the plate at night to comply with UK road laws.



◀ Interiors of AFVs are not renowned for their creature comforts and the Bulldog is no different. Of interest here is the brown painted .50-cal ammo box, (virtually all British ammunition boxes are painted in Service Brown and not green). Note the spare .50-cal barrel on the right hand side of the floor.



Incoming



ABER

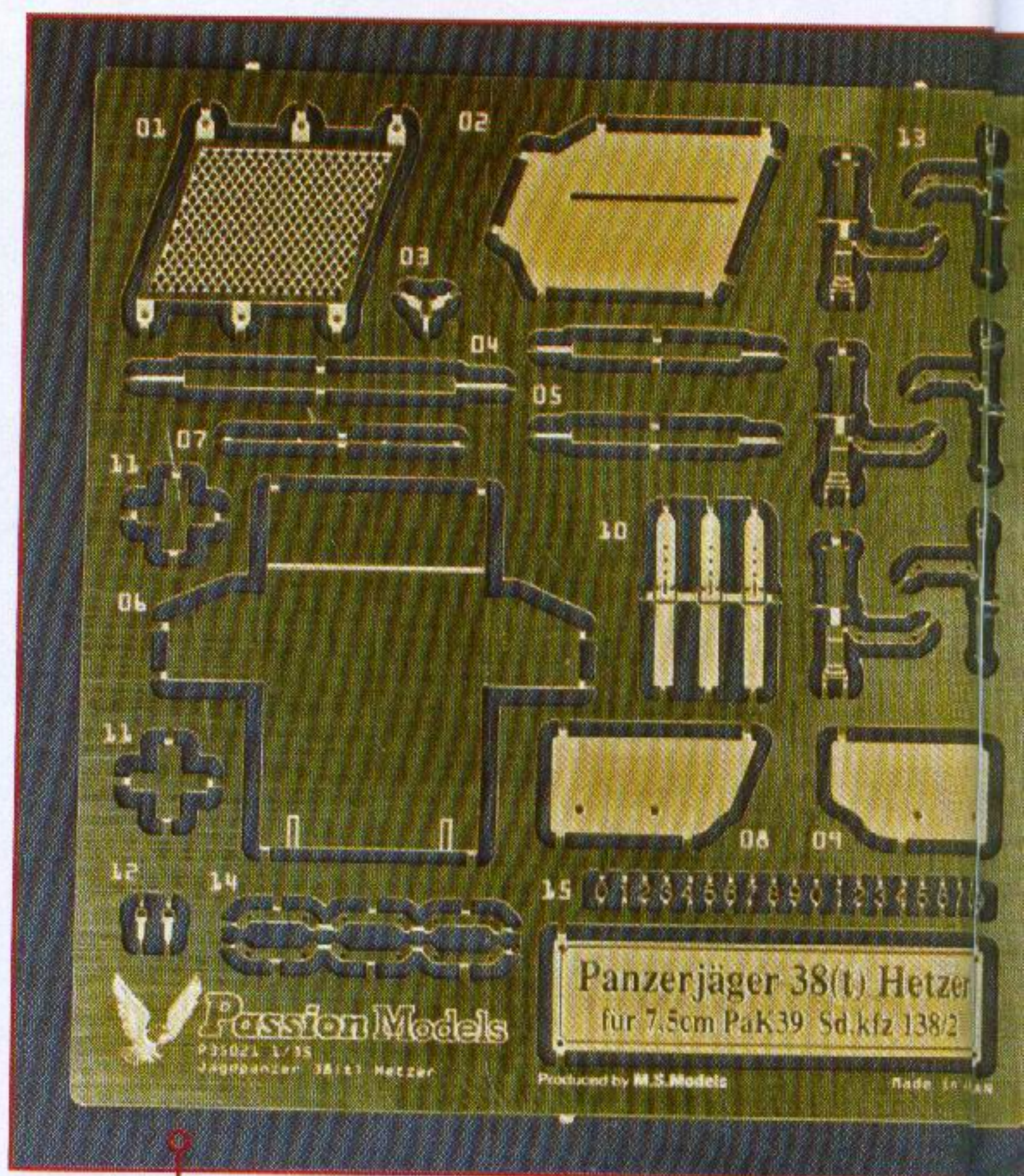
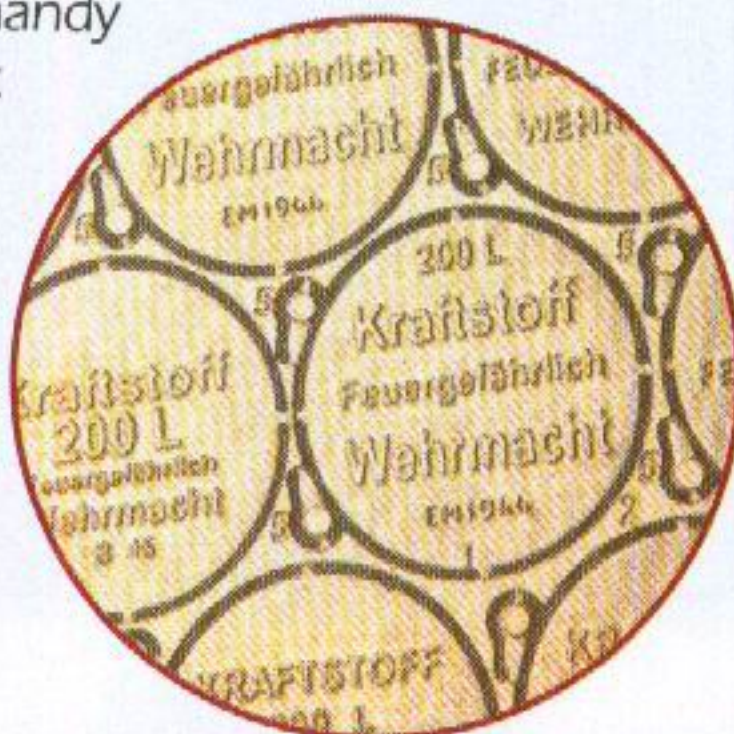
ETCHED DETAIL SETS

- 1:48 GERMAN WWII 200LTR FUEL DRUM COVERS ITEM NO. 48 A18
- 1:35 SOVIET WWII INFANTRY ACCESSORIES ITEM NO. 35 A113
- 1:35 GERMAN E100 SUPER HEAVY TANK (TO FIT DRAGON OR TRUMPETER KIT) ITEM NO. 35 225
- 1:35 GRILLES FOR GESCHUTZWAGEN 'TIGER' FUR 17CM KANONE 72 ITEM NO. 23
- 1:35 GRILLES SUPER HEAVY TANK E100 (TRUMPETER KIT) ITEM NO. G24
- 1:35 GERMAN KWK.40 L/43 7.5CM BARREL FOR PANZER IV AUSF. G ITEM NO. 35L-68
- 1:35 105MM HOWITZER BARREL M4 (FOR TAMIYA M4A3) ITEM NO. 35L-72
- 1:35 GERMAN 2M AERIALS (THREE PIECES) ITEM NO. R-26

Highlights for me this month from Aber are the fuel drum end-caps which have been scaled down from 1:35 to 1:48 and will be perfect for detailing the ones included in the new Tamiya Afrika Korps figure set. I also really liked the Soviet Infantry Accessory set, which will come in really handy for anyone wanting to superdetail some of the superb figure sets coming out from the likes of MiniArt and MasterBox. Lastly, we have seen a number of companies producing WWII German aerials of late and it is no surprise that Aber have now introduced a set, but the difference over the other sets I have seen is that Aber go that little further and actually include the securing clamp and wing nut in etched brass, and it's these little extras in my opinion that make all the difference. Thoroughly recommended.

Available direct from www.aber.net.pl and in the UK from Historex Agents.

10/10 - The Editor



PASSION MODELS

1:35 HETZER ITEM NO. P35-021

This is a small etch set designed for the recently released Tamiya Hetzer kit. On this small etched sheet are the parts to replace the engine louver, all the moulded-on tool clamps, the periscope guards, machine gun shields and tools box. A couple of nice touches are a series of etch numbers to add to the kit's cast mantlet and an etch nameplate to add on to the base of your finished model.

This is a nice little set and should add that extra finesse to your Hetzer.

Very highly recommended.

Available from <http://msmodels.co.jp>

9/10 - Graeme Carruthers

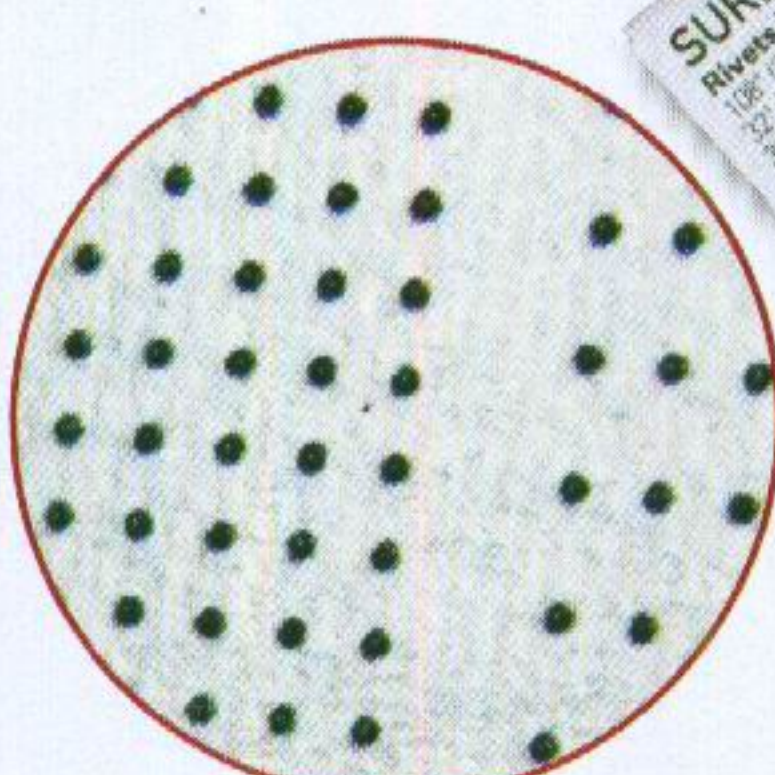
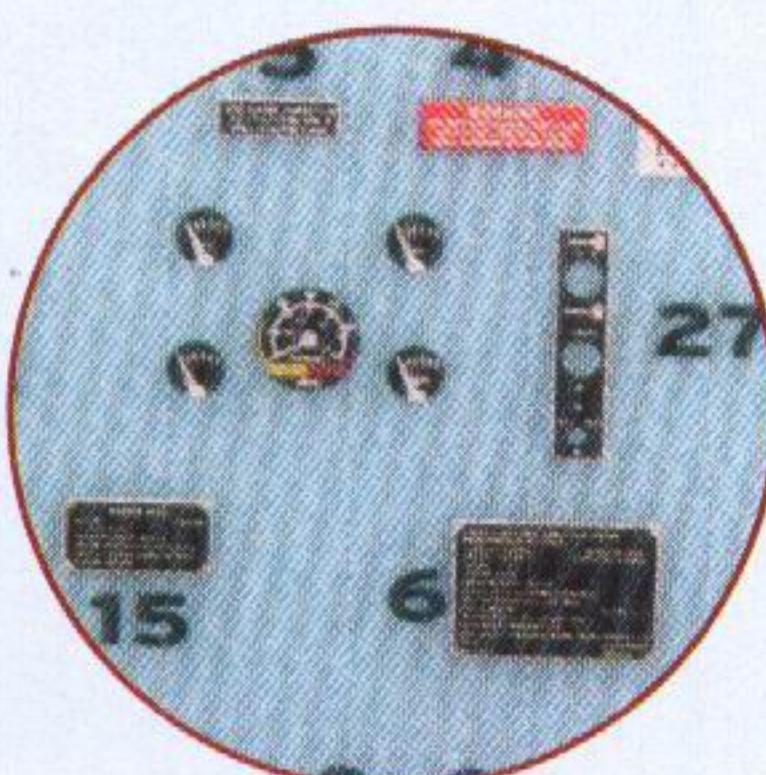
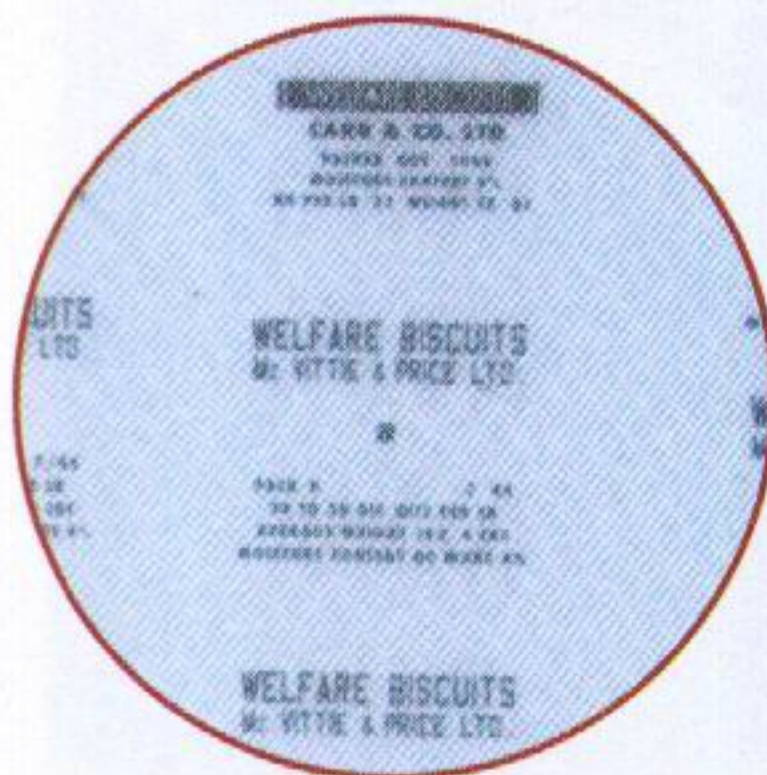
ARCHER FINE TRANSFERS

- 1:35 HUMVEE INSTRUMENTS & PLACARDS ITEM NO. AR35282 (KIT SPECIFIC TRANSFERS FOR TAMIYA HUMVEE. BUILDS ONE VEHICLE)
- 1:35 25PDR SHELL BOX STENCILS. ITEM NO. AR35285 FOR SUPER, STANDARD AND LATE WAR. DESIGNED FOR RESICAST AMMO SETS
- 1:35 COMPO RATION BOX AND BRITISH BISCUIT TIN STENCILS (2 STYLES) DESIGNED FOR RESICAST STOWAGE SETS ITEM NO. AR35283
- 1:35 WWII ITALIAN FLAG ITEM NO. AR35284 (APPLY TO FOIL TO MAKE ONE FLAG)
- SURFACE DETAILS # 14 RIVETS/SCREWS .008" (.20MM) DIAMETER ITEM NO. AR88014
- SURFACE DETAILS # 15 RIVETS/SCREWS .011" (.28MM) DIAMETER ITEM NO. AR88015
- SURFACE DETAILS # 16 RIVETS/SCREWS .014" (.36MM) DIAMETER ITEM NO. AR88016

In this issue we have some fantastic stuff in for review and the same must be said for the latest sets in from Archer Fine Transfers. For me the biscuit tin stencils couldn't be timed better as part of the stowage used on my Staghound article was one of Resicast's biscuit tins, so what better to use than the correct stencilling. Archer are also continuing to expand their range of Surface Detail sets, with three sets of rivets, although I guess these are geared more toward the aircraft modeller, but will I'm sure still have plenty of applications for armour modelling. Small scale WWI tanks and 1:48 and 1:35 helicopters spring to mind!

Available from www.archertransfers.com and Historex Agents in the UK

10/10 - The Editor





CROMWELL MODELS

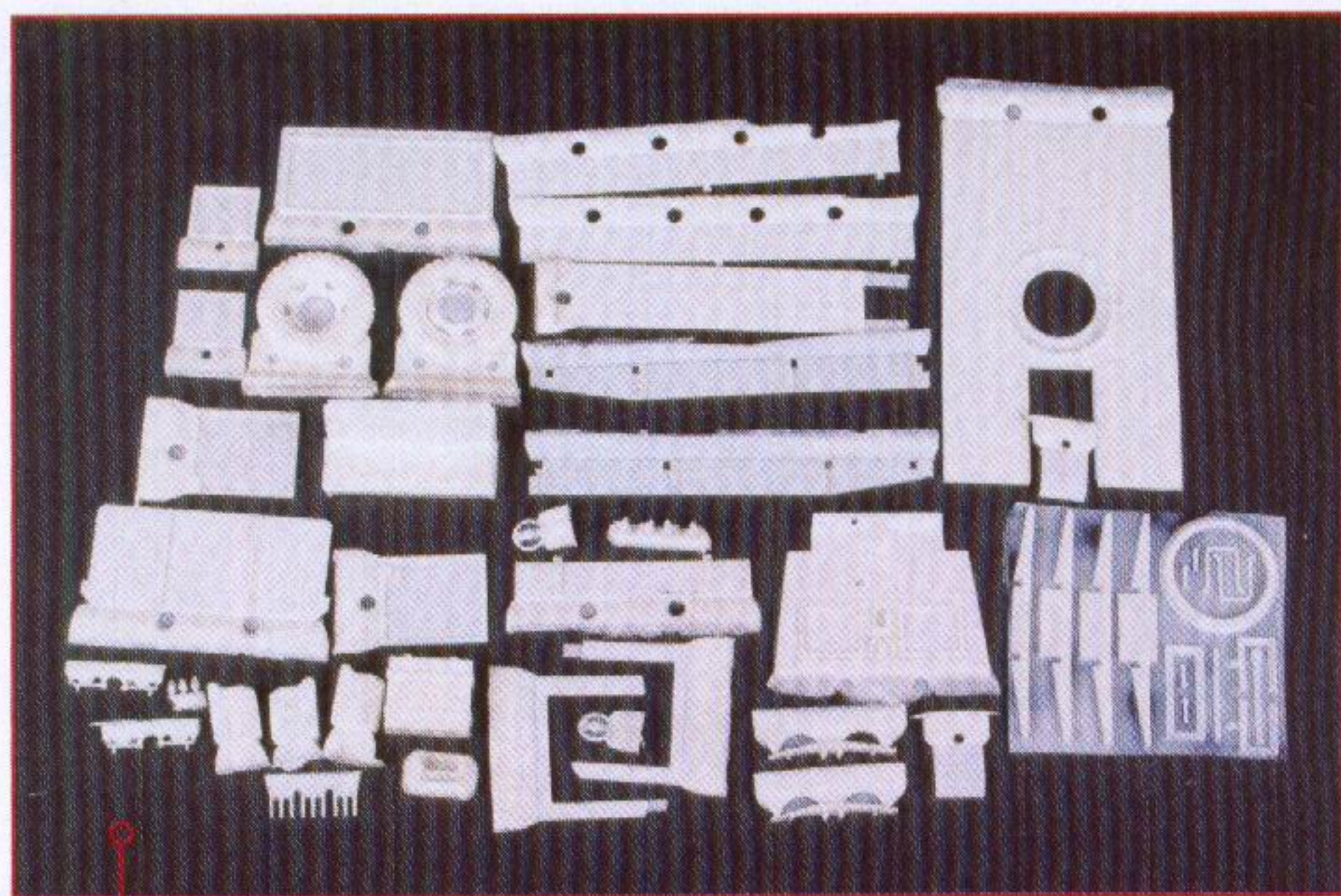
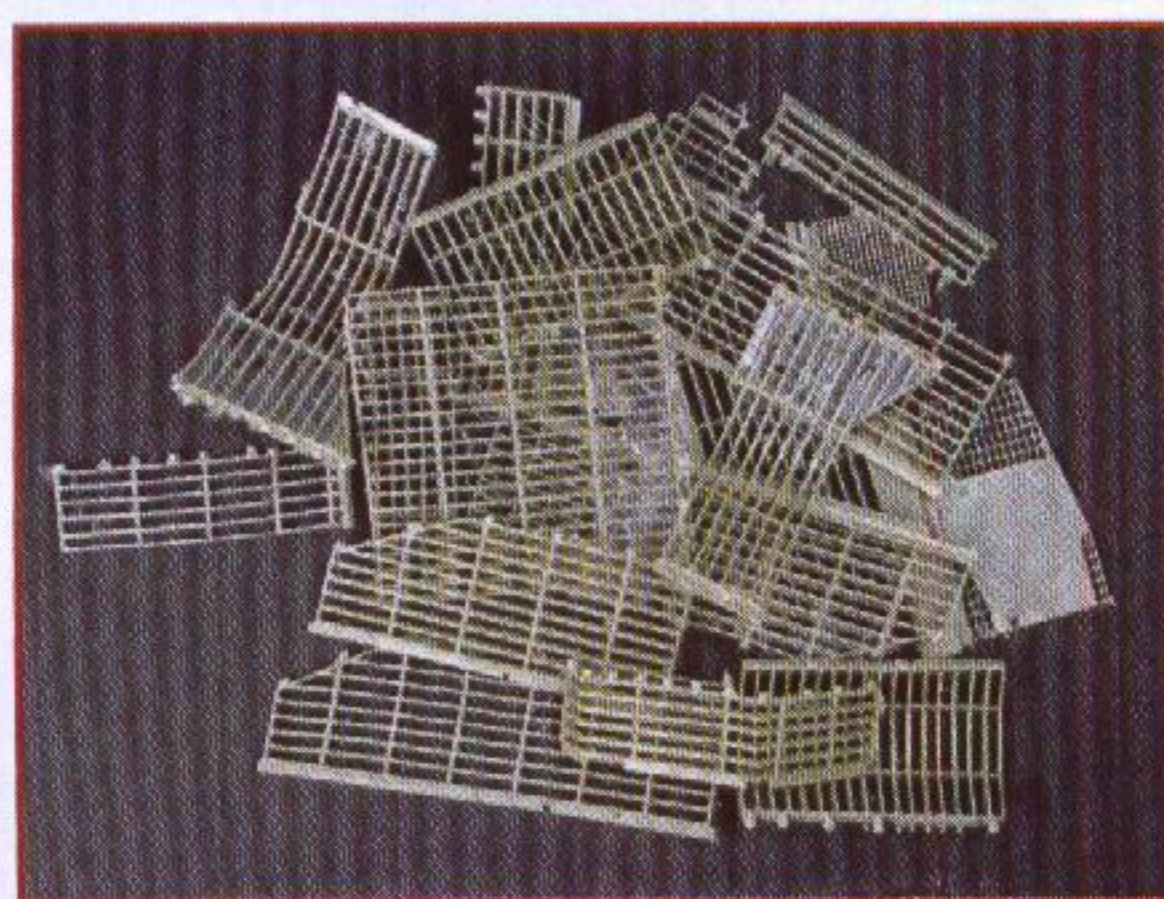
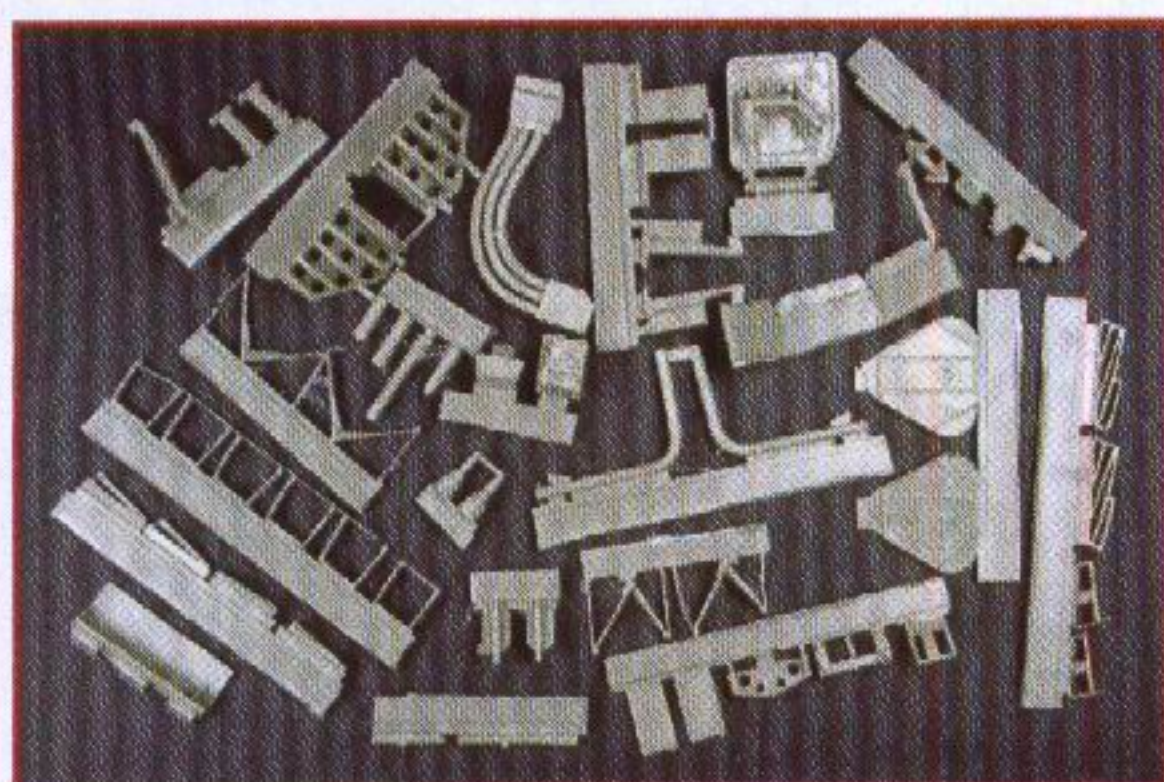
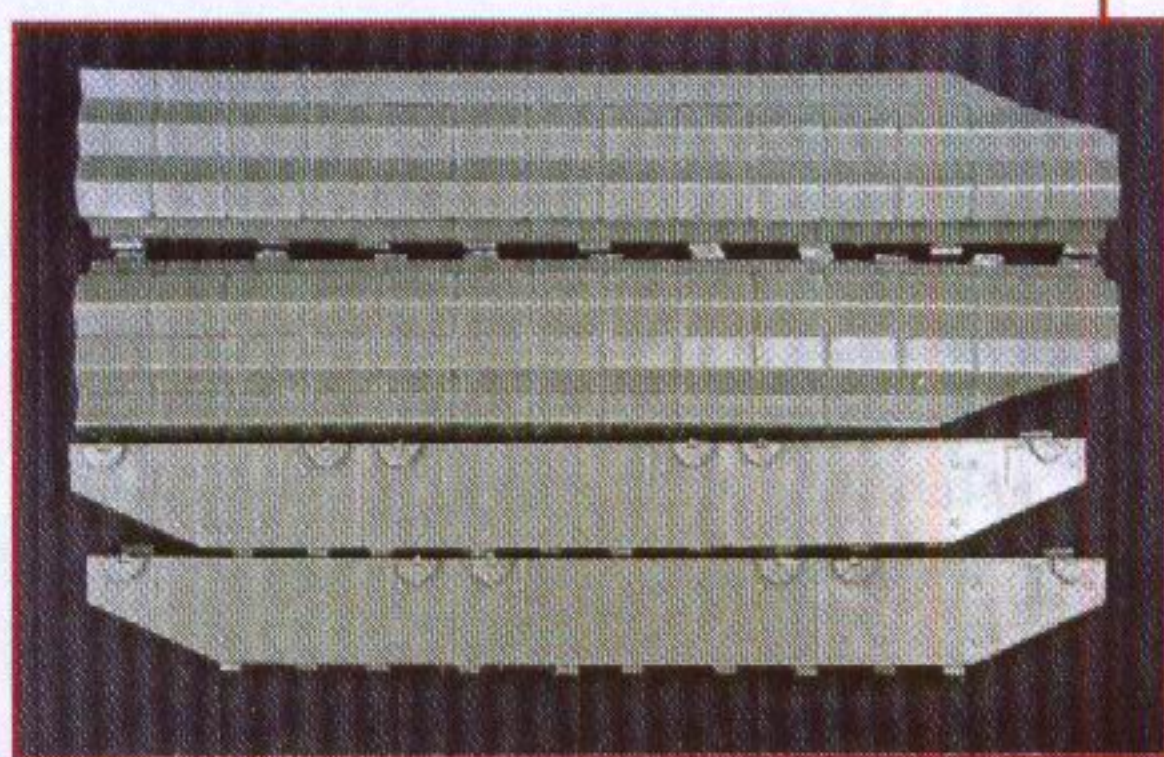
1:35 WARRIOR WRAP 2 CONVERSION

One of the developments in modern armour over the last few years has been the addition to front line vehicles of blocks of additional armour, areas of metal bar armour and sets of electronic anti IED aerials. As a modeller, this has meant a lot of new conversions have been produced lately consisting of a daunting array of resin add-on parts and the dreaded sheets upon sheets of etched brass with which to make the bar armour panels. This may have put off many a modeller out there, however Cromwell has produced a model that contains lots of bar armour panels cast

completely in resin. Yep folks you read that right. Cromwell have taken their years of experience and made the panels in fine but sturdy resin panels that only need a bit of a clean up before you add them on. Add to this a cleanly cast set of 'Toblerone' side armour panels and all the other boxes, belly armour plate and assorted fittings then your Academy Warrior kits will take on a changed and more purposeful appearance.

By removing the Swiss-watchmaker-like tedium of having to make up the bar armour from individual etch pieces then this becomes a much more accessible kit to the modeller and while not for the beginner it should prove well within the ability of anyone with a bit of resin experience. This is another great kit from Cromwell and I am glad to see that the colour photograph box art has made a re-appearance. Very highly recommended. Available from www.cromwellmodels.com

9/10 - Graeme Carruthers



LEAD WARRIOR

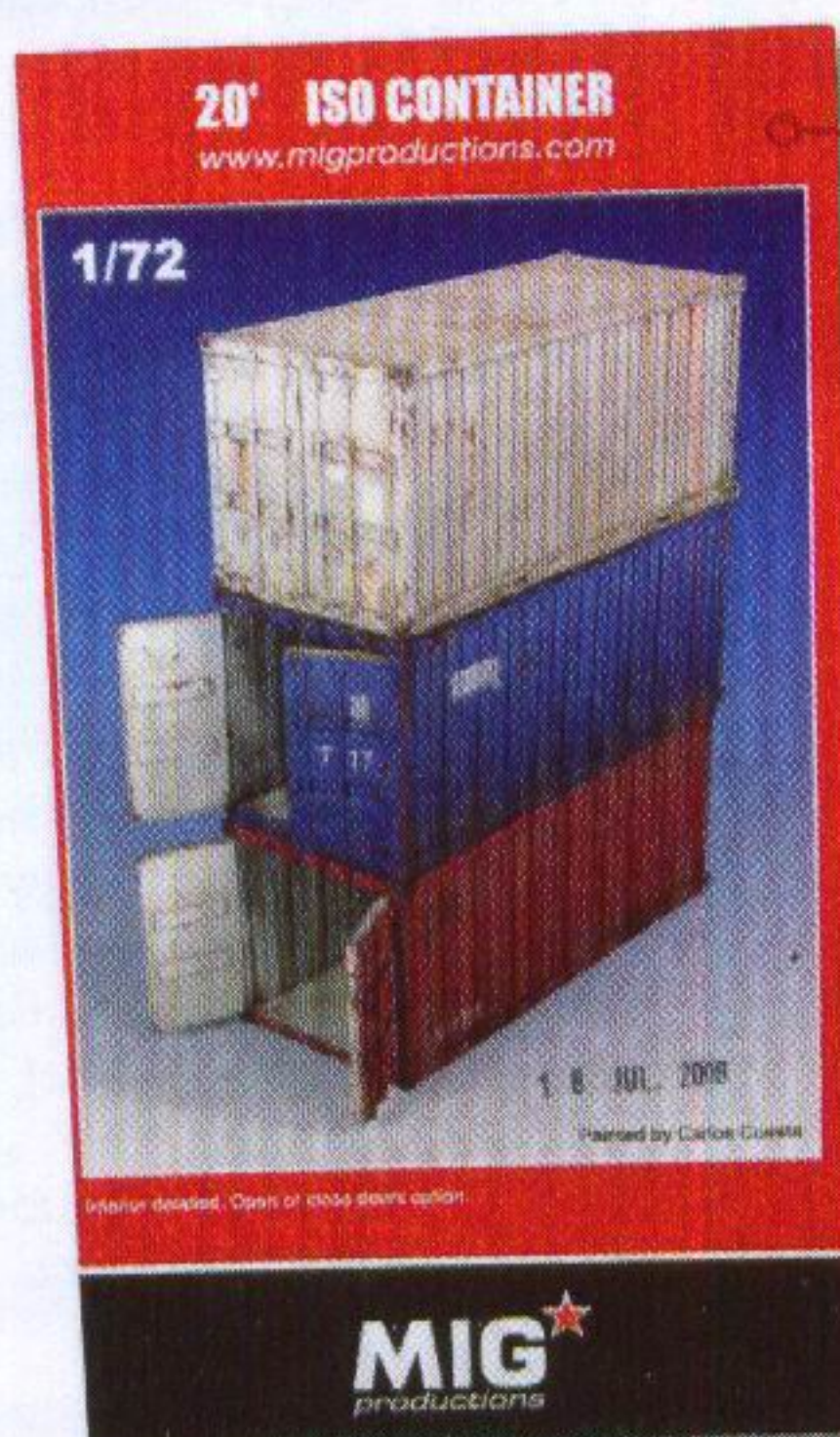
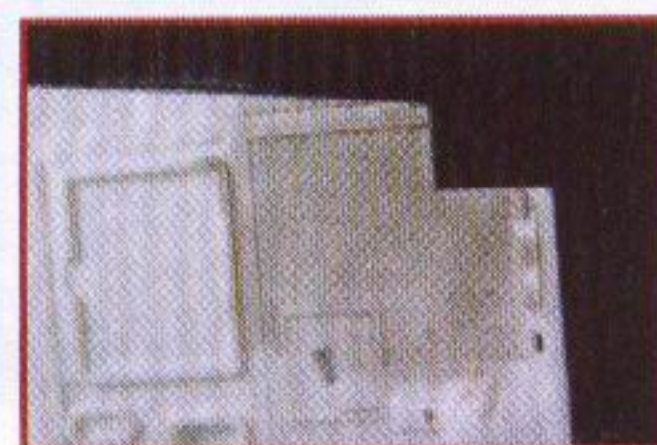
1:35 JABOSCHRECK CONVERSION ITEM NO. ??

Tamiya's Steyr 1500A truck has been around for some years now, and through the years several conversion sets from different manufacturers have appeared. Leadwarrior has now made one of the more exotic conversions, known for their high-quality resin conversion sets and kits. The latest offering of the Ukrainian company is a set to convert Tamiya's Steyr 1500A and Dragon's Jaboschreck into the 2000A light truck, with a Jaboschreck AA gun mounted on its flatbed. These vehicles were fielded in the final stages of the war, and although mentioned in wartime reports, no pictures of any of them have turned up yet. The kit consists of 60 cleanly cast resin parts, some of which are familiar from earlier releases like the cargo version and the 2000A with Flak 38 conversions. You get a full, roofless cab, an all-new cargo bed with mount for the Jaboschreck AA gun with ammo storage underneath, and suspension parts to upgrade the rear axle to double wheels. Detail is really exquisite, with some very fine detail cast in-situ. The large parts are all perfectly flat, with no sign of warpage or air bubbles at all. My favourite parts must be the cargo bed, side panels and the foldable crew seats. They are rendered beautifully, with very sharp detail indeed. A nice gesture is the inclusion of two new hand wheels for the Jaboschreck gun, to correct the parts from the Dragon kit, as seen in actual war time pictures. This should build into a very nice version of the Steyr truck, and one that isn't seen too much at that.

I for one can't wait to get started on this one. Highly recommended.

Available from www.leadwarrior.com

10/10 - Jan Peters



MIG PRODUCTIONS

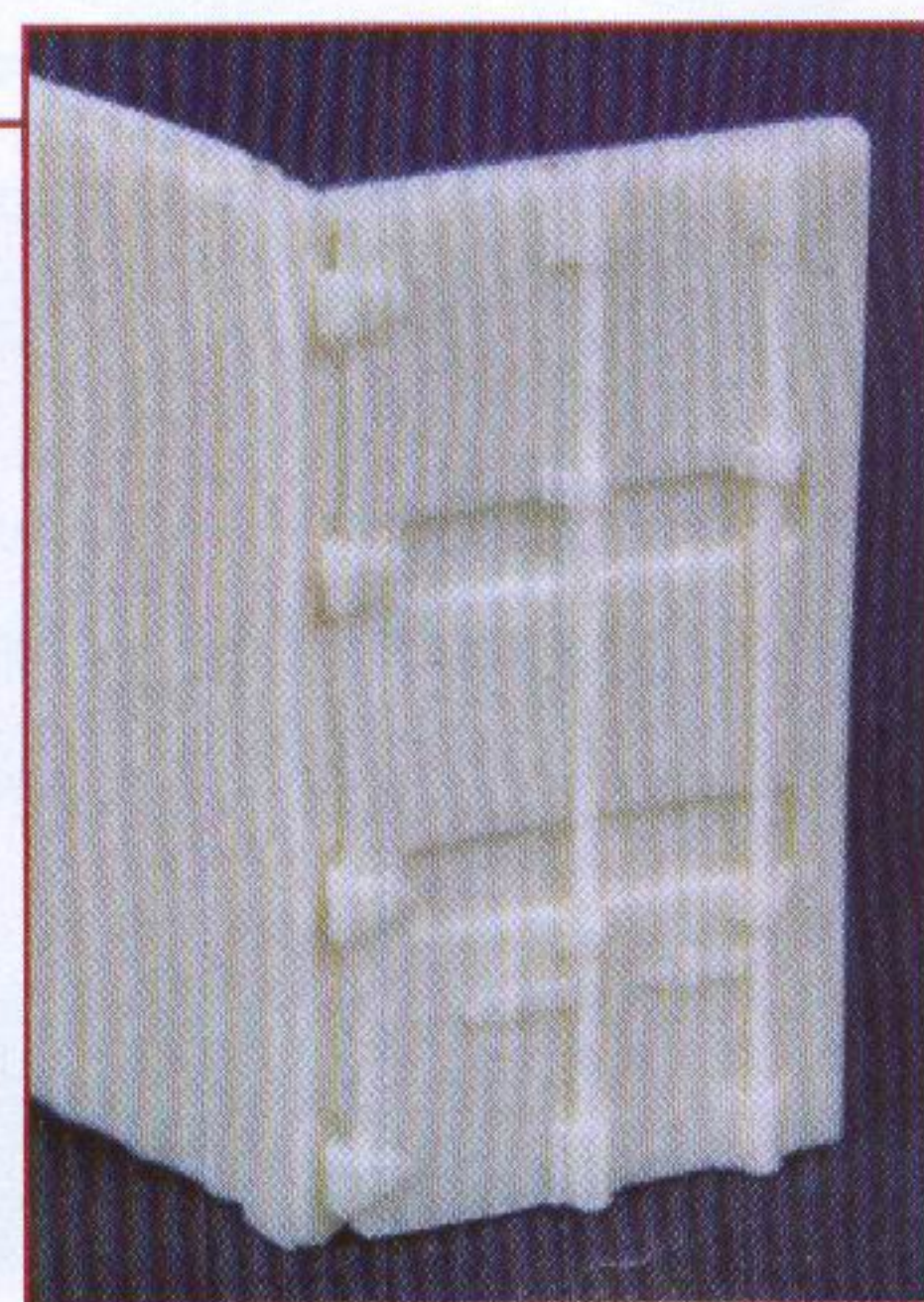
1:72 20' ISO CONTAINER MP 72-356

Another great accessory perfect for populating a modern diorama. ISO containers are seen everywhere and are used by most armies, be it to store equipment, act as temporary accommodation (having experienced that first hand!) or as makeshift barricades or blast walls.

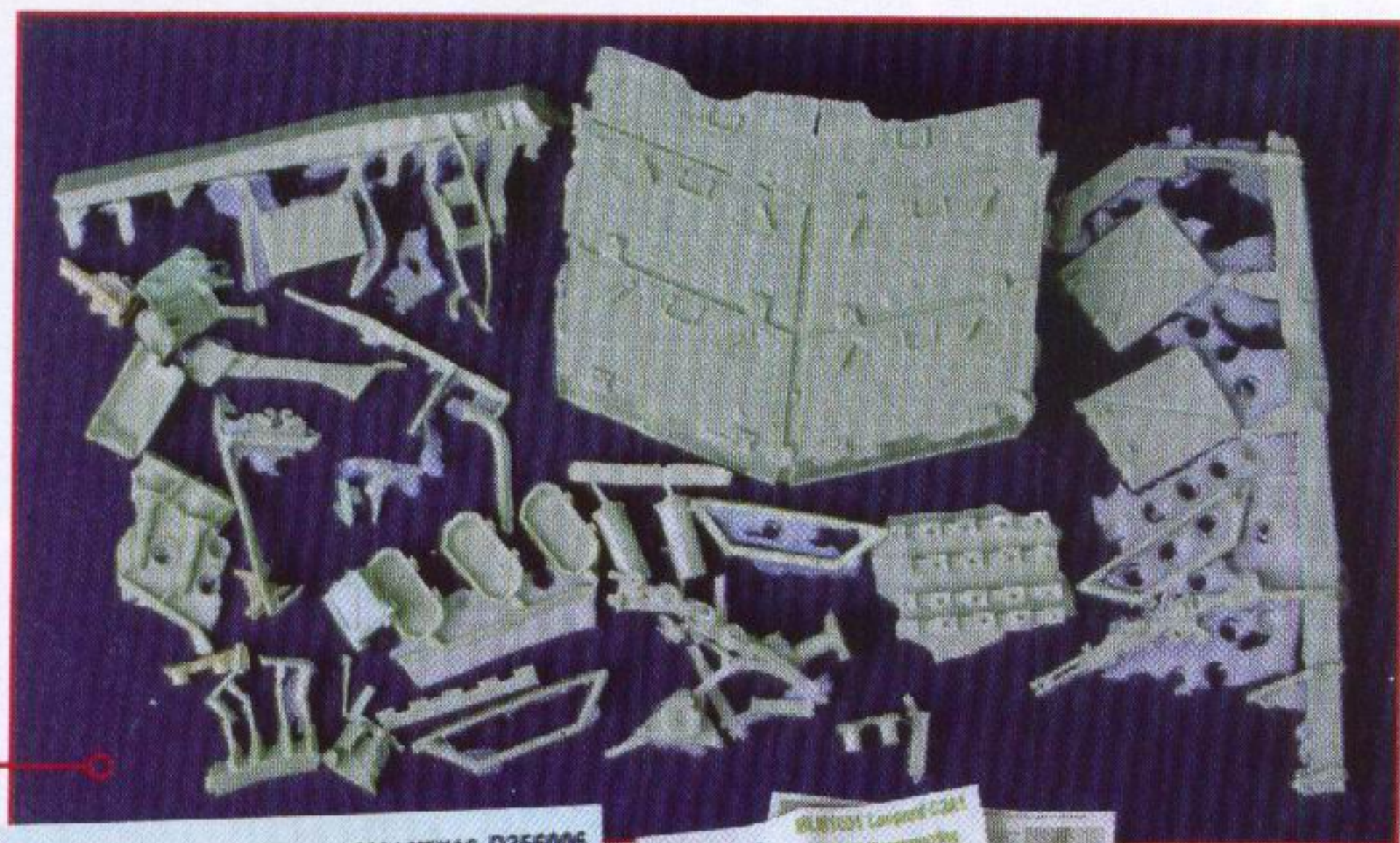
Cast in crisply detailed cream-coloured resin, this set consists of only seven parts, roof, floor, end and side panels and two separate end doors. Assembly is simple and straightforward. Leaving plenty of time to get on with the fun bit, painting.

Available from www.migproductions.com and imported into the UK by Creative Models.

10/10 - The Editor



Incoming



MAPLE LEAF MODELS

1:35 LEOPARD C2A1 MEXAS CONVERSION ITEM NO. MLM1031

1:35 LEOPARD C2 CONVERSION ITEM NO. MLM1010

1:35 LEOPARD 1A1-A4 TO A5 CONVERSION ITEM NO. MLM1014

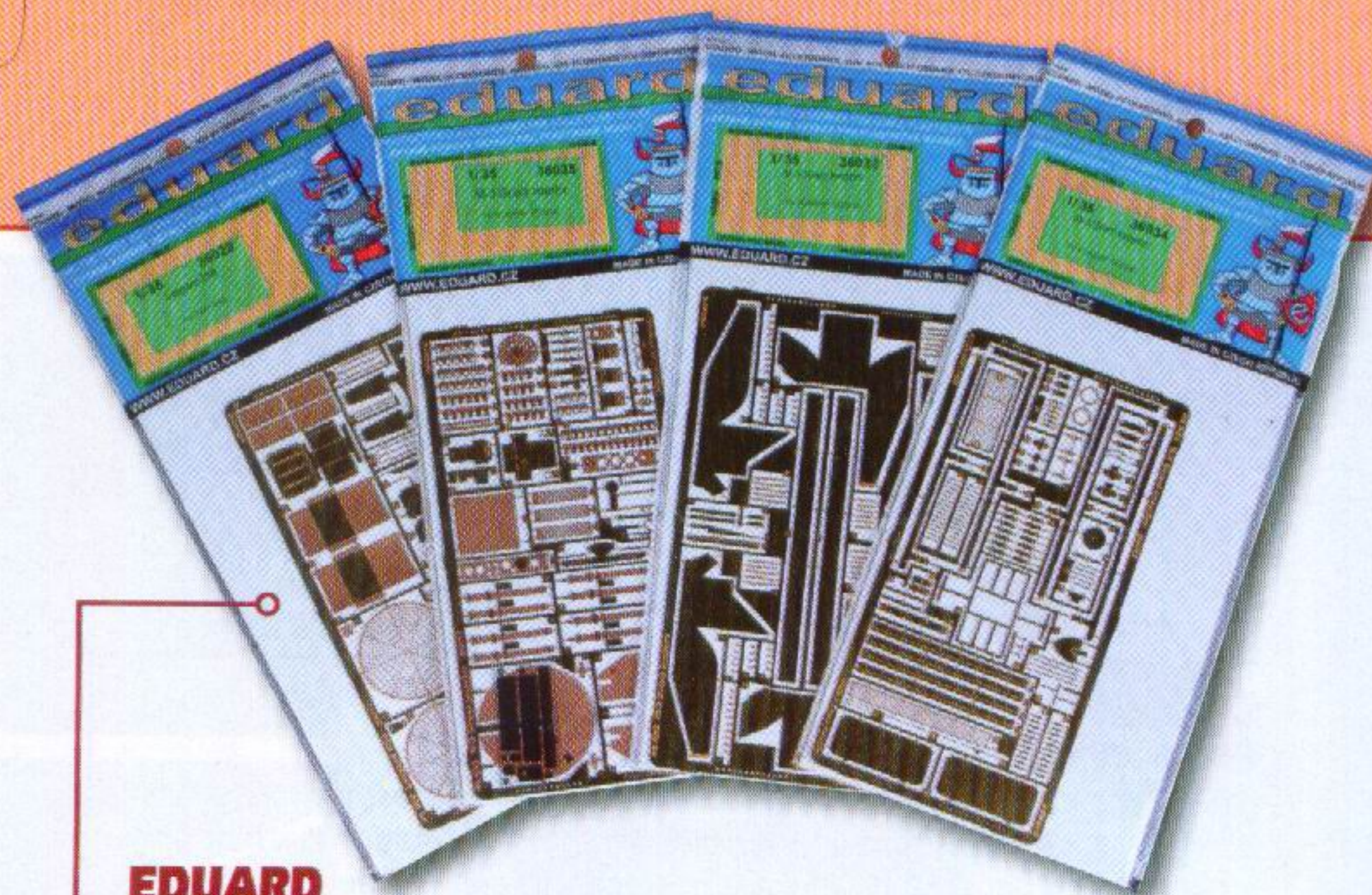
Maple Leaf Models are a small company from Canada who specialise in conversions with a Canadian flavour. These three sets will allow you to create the Canadian C2A1 MEXAS as is being currently used in Afghanistan along side the new Canadian Leopard 2s. The main problem with trying to make a C2A1 MEXAS is that you need an 'out of production' Leopard A5 kit so instead of paying silly prices on certain internet auction sites MLM do a simple set, MLM1014, to make any of the 'in production' Leopard 1 kits into an A5 with a few simple resin pieces.

Both the other sets are designed to allow you to make the current version of up-armoured MEXAS Leopards 1s with its large armoured side panels. A set of Echelon decals for the Leopards in Afghanistan is also included.

The resin is a pea green colour and contains, especially on the smaller pieces, a lot of flash and there is a texture from the mould appearing on the larger armour blocks that will need to be sanded smooth. The instructions are a mixture of clear colour and black and white annotated photos of a model in construction and they also contain a nice history of the vehicle and colour pictures of it in service.

All in all, these sets are a mix bag of good and average resin pieces that will take a bit of work and probably shouldn't be attempted by a resin novice but will in the end give you a great model of an important contemporary AFV. Recommended. Available from www.mapleleafmodels.com

7/10 - Graeme Carruthers



EDUARD

ETCHED BRASS DETAIL SETS

• **1:35 LEOPARD 2A6 36028**

• **1:35 M3 GRANT FENDERS (FOR ACADEMY KIT) 36032**

• **1:35 M3 GRANT EXTERIOR (FOR ACADEMY KIT) 36034**

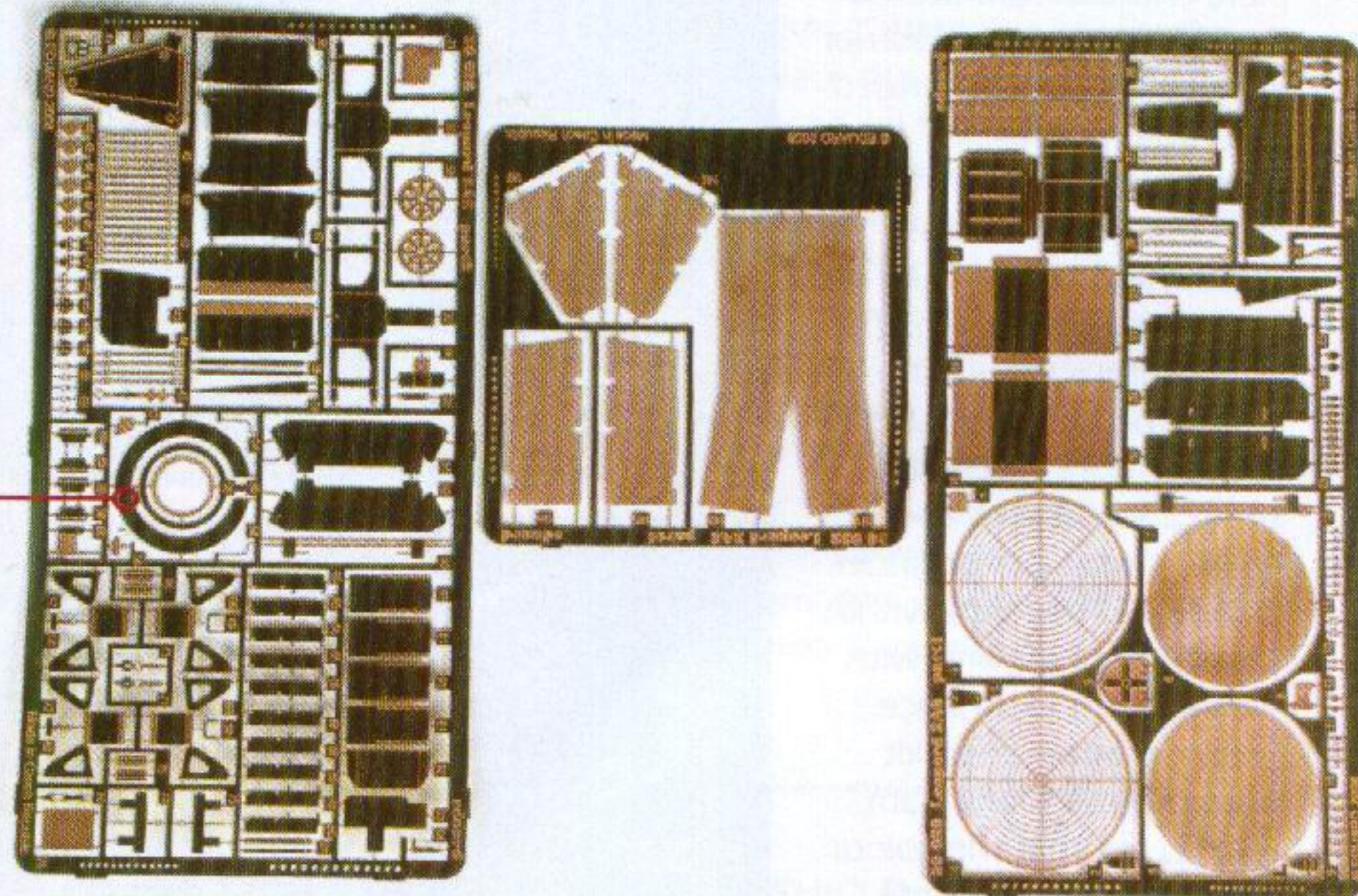
• **1:35 M3 GRANT INTERIOR (FOR ACADEMY 13212) 36035**

Academy's Grant has certainly attracted plenty of updates and correction sets and Eduard are the latest company to join the list, with sets for both exterior and interior! Both sets offer a stack of parts to improve the overall level of detail, whilst the fender set gives you lovely scale thickness sand shields and being made of brass are perfect for adding that bit of battle damage if you so wish. Also this month we have a very nice set for Tamiya's superb 'Long Gunned' Leopard 2A6, it's good to see Eduard haven't neglected modern subjects either.

My only word of warning is that the brass Eduard use is a little softer than the brass some of the other etch companies use, so use a little extra caution when removing the parts from the fret and handling them.

Available in the UK from LSA Models and Worldwide from www.eduard.cz

9/10 - The Editor



MIG PRODUCTIONS

RAILROAD WEATHERING SET ITEM NO. P248

This latest set of pigments from Mig Productions have been specifically mixed for weathering railway locomotives and rolling stock and will be perfect for recreating all those grimy effects on Trumpeter's huge BR-52 steam loco if you are lucky enough to own one.

The new colours are Factory Grey, Cargo Dust, Rail Rust and Grimy Black. Also included is a bottle of Pigment Fixer and a small information leaflet that explains how best to use these pigments and shows how these pigments can transform the look of the basic paint finish. Don't forget just because they are geared toward weathering railway stock, it doesn't mean they can't be used for anything else, I have already started using the Rust, Dust and Factory Grey on my latest armour project! Thoroughly recommended.

Available from www.migproductions.com and distributed in the UK by Creative Models

10/10 - The Editor



NEOGRADE

1:35 BERGEPANZER III

1:35 TC-0002 PANZERKAMPFWAGEN III TRACKED CARRIER

1:35 TC-0003 SHERMAN FIREFLY ARMOUR SET

1:35 TC-0007 T34/76 (1942) ARMOUR SET

1:35 TC-0008 T34/76 ARMOUR SET

Neograde are a new kid on the resin aftermarket block and the first couple of sets I have are designed for a varied mix of Second World War subjects. The first two sets are designed for what I believe is a Dragon Panzer III judging by the box top photos, although at no point in any of the instructions is the base kit mentioned. The tracked carrier conversion is a simple affair with the turret removed, its hole boarded over and two Pioneer bridges attached to the side of the hull. Added to this is a large tool box mounted on the rear of the hull and you have an unusual Panzer variant for your collection. The Bergepanzer conversion is a more complex affair with a wooden superstructure in place of the turret, again the turret hole boarded over, a winch and pulley frame and two large un-ditching logs fitted length wise on the hull.

The two sets designed for the T34/76 (again I am presuming they are for the Dragon kit?) are a strange mix. The 1942 Armour set is the pick of the bunch with a complete new turret with its appliqué armour panels in situ and a set of panels for the front of the hull. The second Armour set is a weird affair of wooden appliqué armour panels for the hull front, rear and sides with those at the rear shaped like a set of spare fuel drums. Now I have never seen any wartime pictures of this wooden armour but I suppose it would have had some use in combating the German use of the magnetically attached shaped charge.

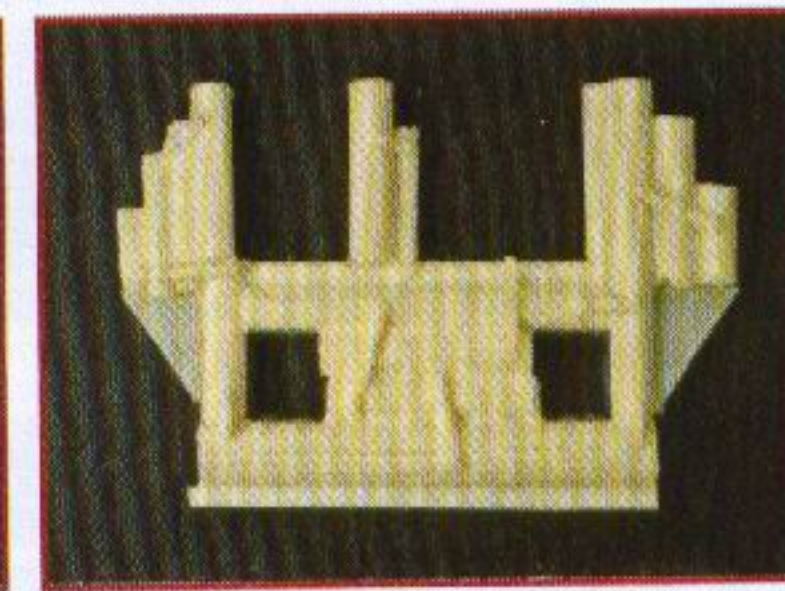
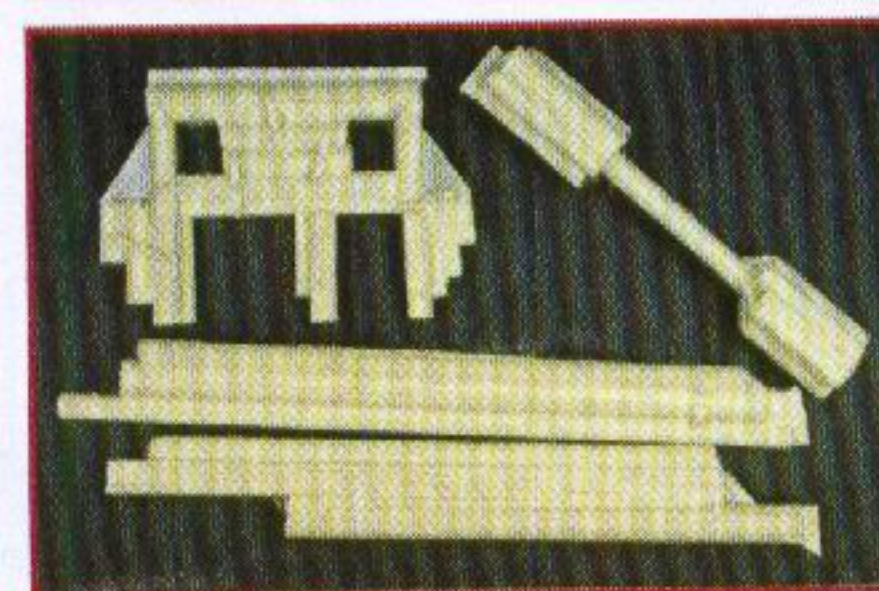
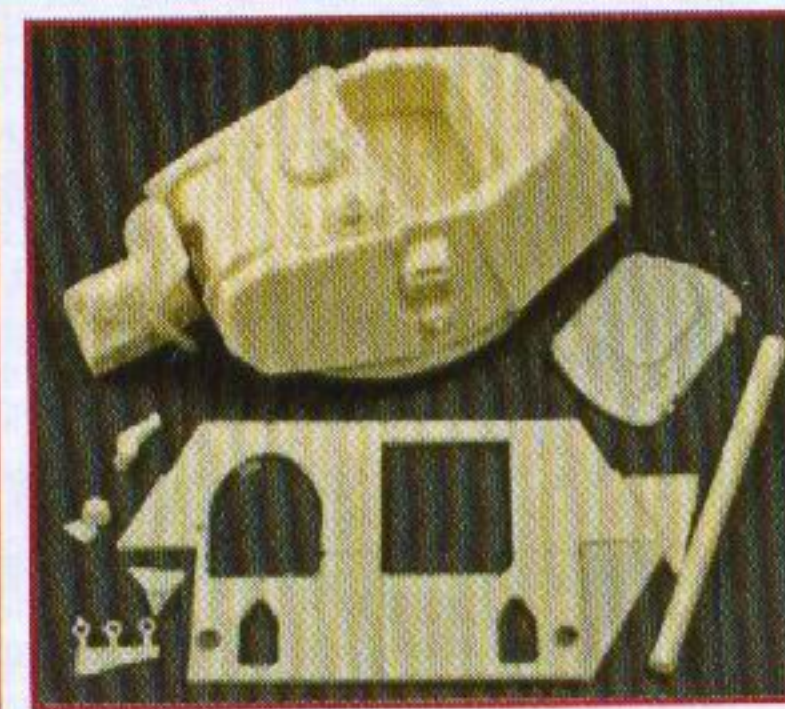
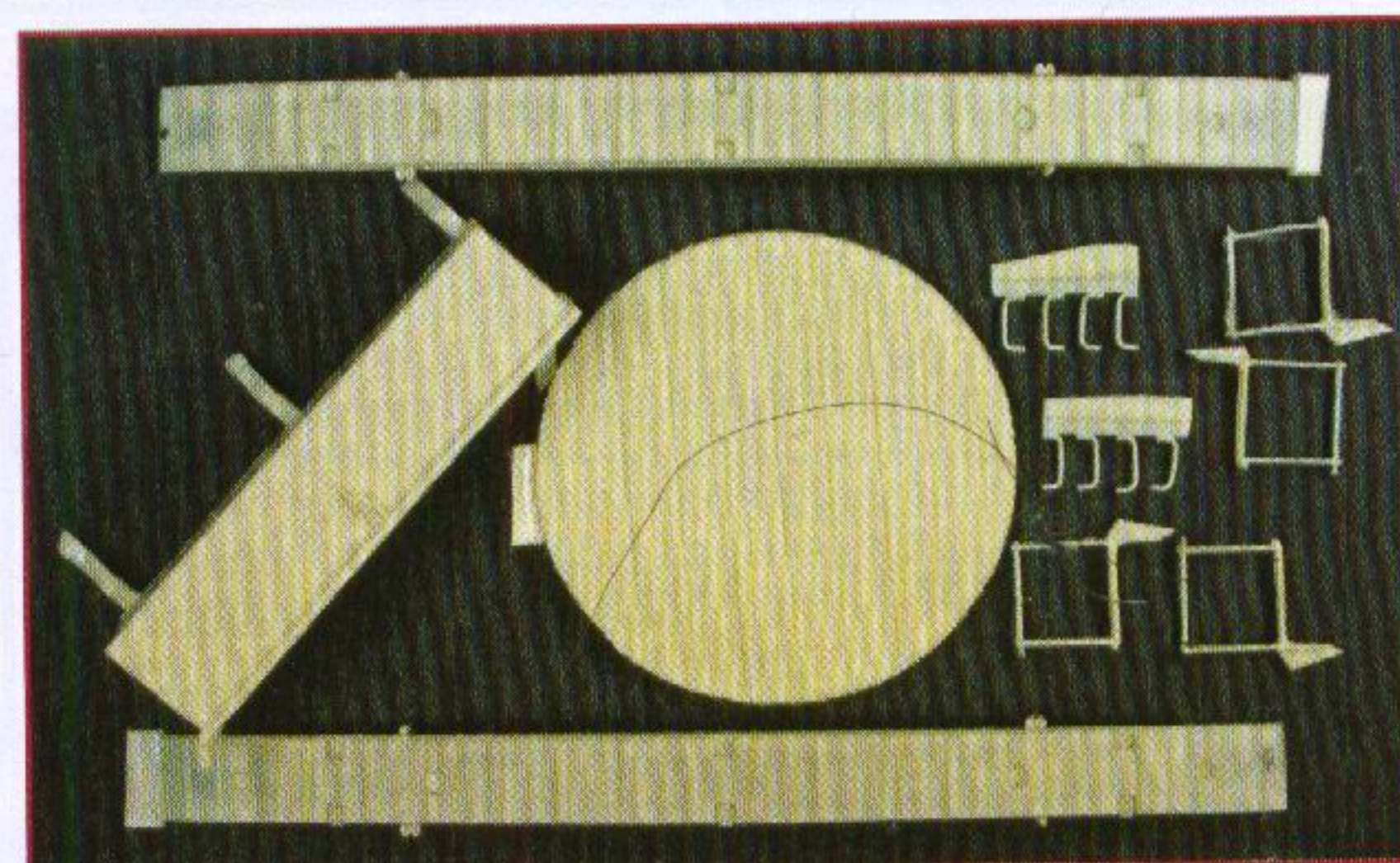
The final set is designed for the Dragon Firefly and consists of a series of spare tracks to adorn your next Tiger killer. This is a simple set and only requires the builder to add the shaped tracked sections to the areas as shown in the instructions.

These five sets are all resin, apart from a length of chain provided with the Bergepanzer conversion. The pale yellow resin is flawlessly cast and has some fine detailing, especially of the wooden areas of the Bergepanzer set. All the sets come in stout little boxes containing separate little bags that protect the parts. The only area I am let down by is the instructions, or lack of them. The Bergepanzer is a complex little kit and luckily the pulley area is broken down by a set of line drawings but apart from this you will have to use the box art or source your references elsewhere. Instructions aside these are great opening set of kits from a newbie to the scene.

Very highly recommended.

Available from www.friendshipmodels.com or from www.neograde.net

9/10 - Graeme Carruthers



DAN TAYLOR MODELWORKS

WATERSLIDE DECAL SHEETS

• **1:76 ROYAL MARINE SUPPORT GROUP ITEM NO. DTM-T-76003**

• **1:48 SHERMAN VC FIREFLY ITEM NO. DTM-T-48004**

• **1:48 RHQ 4TH COUNTY OF LONDON YEOMANRY ITEM NO. DTM-T-48005**

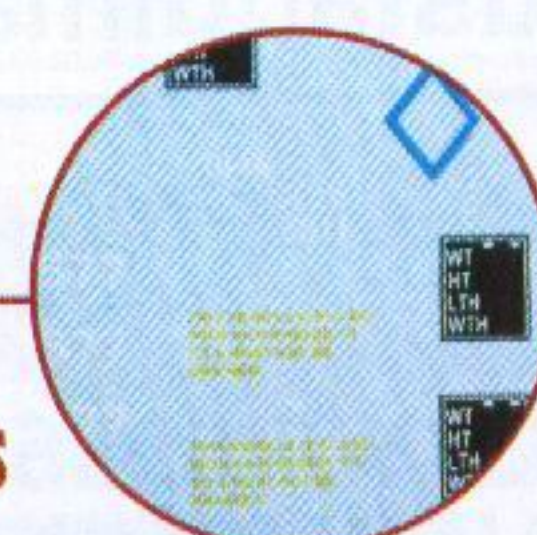
Fans of small and quarter scale WWII British armour are in for a real treat with these latest decal sets from Dan Taylor. The first sheet offers a full set of markings for two Centaurs and a Sherman command tank. It includes the all important degree markings around the circumference of the turrets, which would be impossible to produce in any other medium and thanks to the ultra-thin high quality decals, will go on and snuggle down with the help of some setting solution.

The second and third sets will be the perfect accompaniment for anyone using either the excellent Fighting 48th set to convert Tamiya's Sherman Ic Firefly to the more common Vc or Accurate Armour's numerous conversion and details sets for Tamiya's excellent 1:48 Cromwell kit.

Thanks to Dan's meticulous research, clear and concise instructions and the outstanding quality of the Fantasy Printshop's reproduction these really are as good as they get. Wholeheartedly recommended and certainly good enough to side track me from what I'm currently working on!

Available from www.dantaylormodelworks.com

10/10 - The Editor





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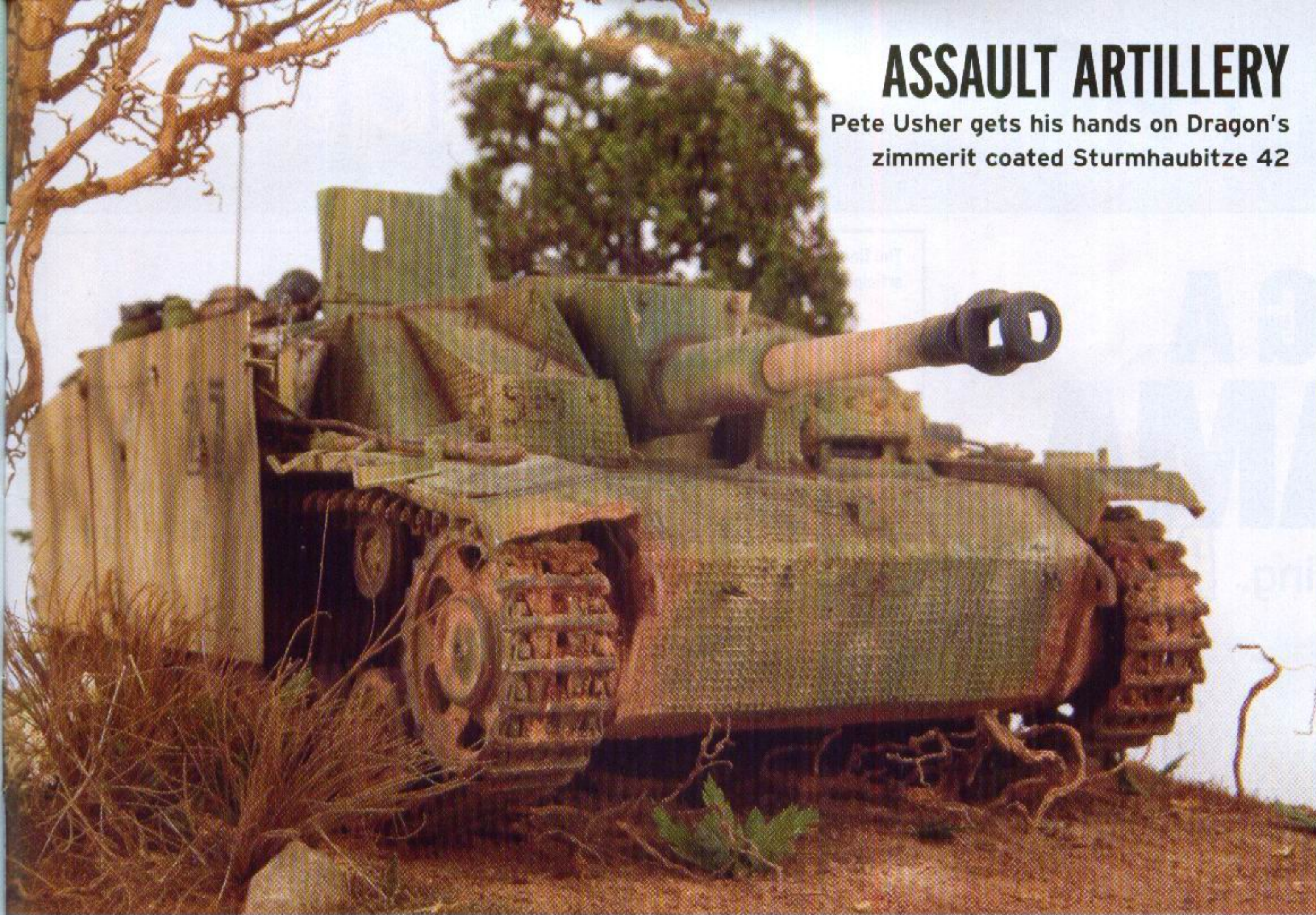
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ASSAULT ARTILLERY

Pete Usher gets his hands on Dragon's Zimmerit coated Sturmhaubitze 42

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GEORGE IN THE JUNGLE

The Editor converts and details Revell's 1:72
M48A2GA2 Patton to a Vietnam era jungle
busting M48A3



Next Issue

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Jose Brito crash lands a P-47 while the
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CREATING A DIORAMA

Uniform detail painting. **PART 11**

The finished scene, see the full article on the Staghound on page 22.



With the basic uniform colour in place the next step was to paint the webbing and ammo pouches. LifeColor Field Grey was used for this followed by a colourwash using the really handy Neutral Wash from Mig Productions. Once this was dry the webbing pouches were then carefully dry-brushed using Vallejo's Grey Green mixed with Silver Grey.



The next step was to apply a coat of Vallejo's excellent Matt Varnish. This was thinned with a little water and applied using a fairly large brush.



With the matt varnish dry we can see the unrealistic shine of the oil paints has now gone, leaving a nice flat finish to the uniform. The figure is now ready for the tricky bit, which will require that same steady hand used to paint the eyes! Good quality fine tipped brushes, such as these from the Abteilung 502 range are essential for this task.



Here we are, the finished Resicast figures ready to add some life and scale to the simple base constructed for the Staghound Armoured Car.



The dried mud on the shovel was created by first adding some Mig Productions Grey for Bright Green Filter (P246) and whilst this was drying Mig Productions' Gulf War Sand (P037) was stippled on and then left to dry.



The final details were painted using the superb Histoire & Collections book on the British Soldier as the main reference source.

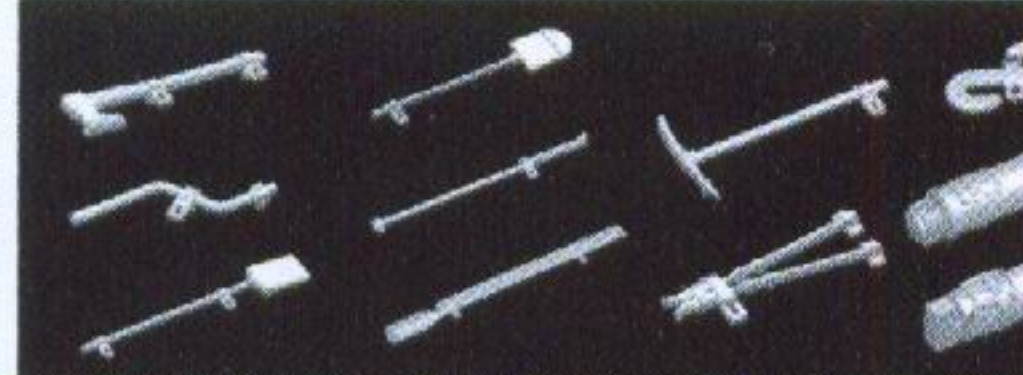
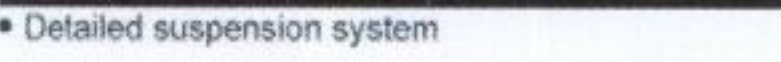
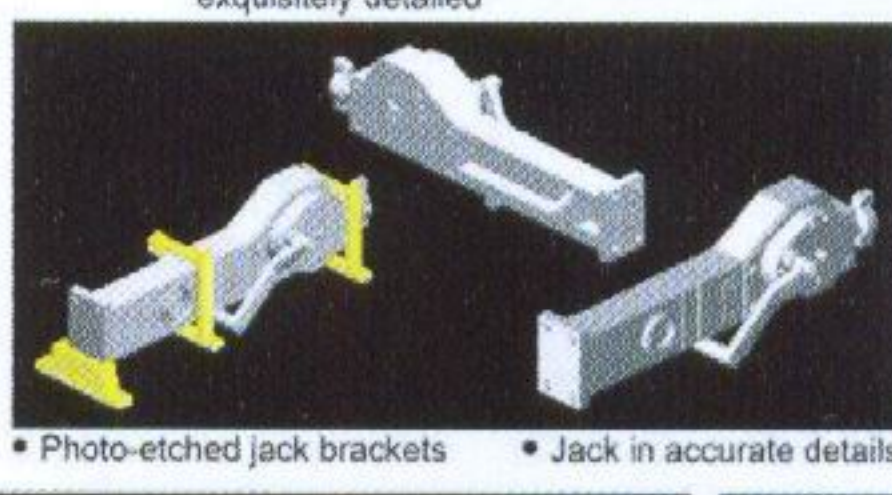
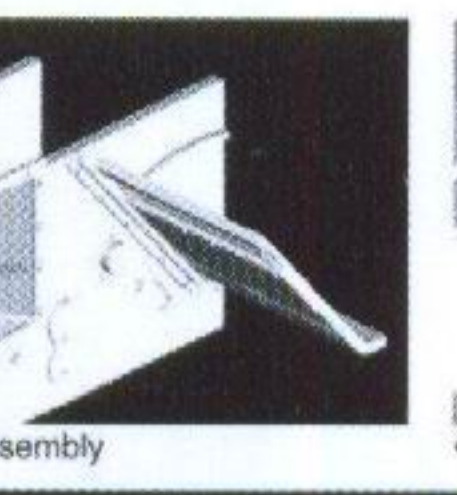
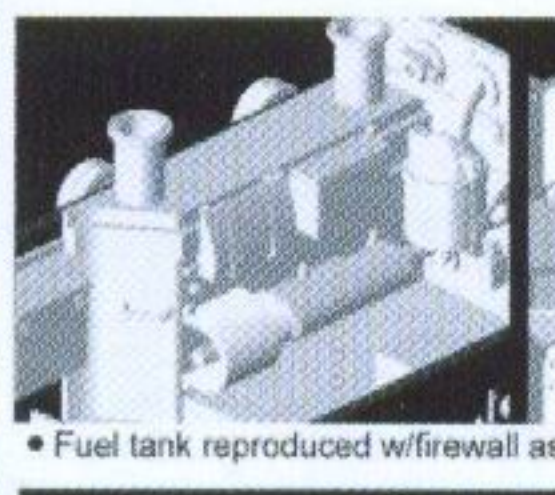
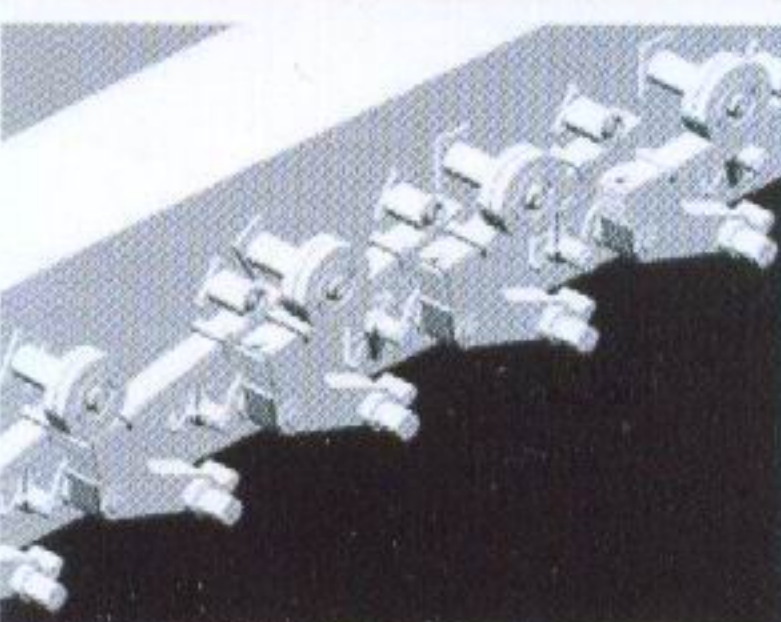
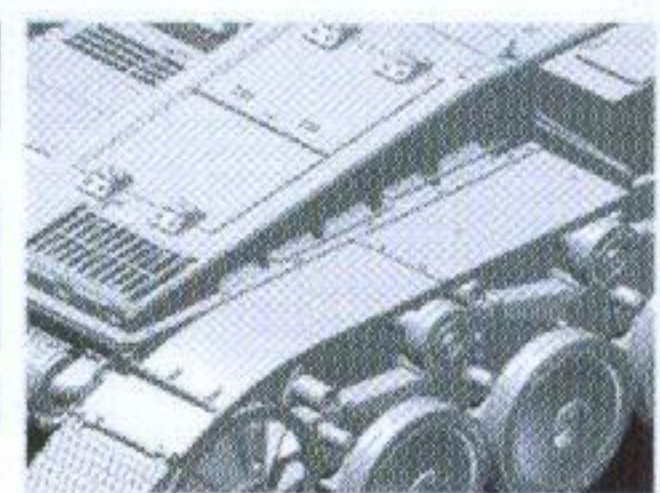
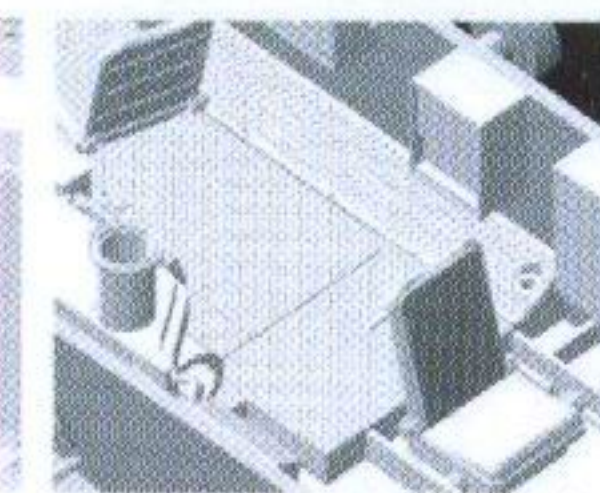
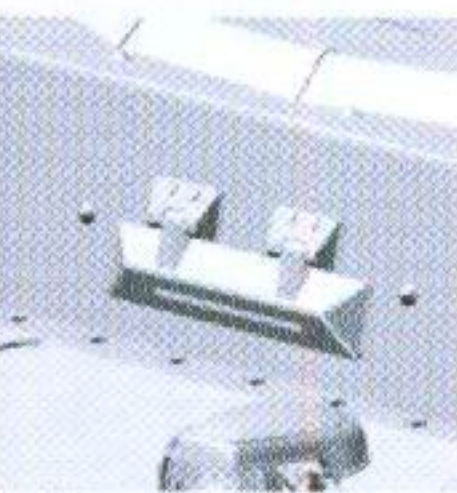
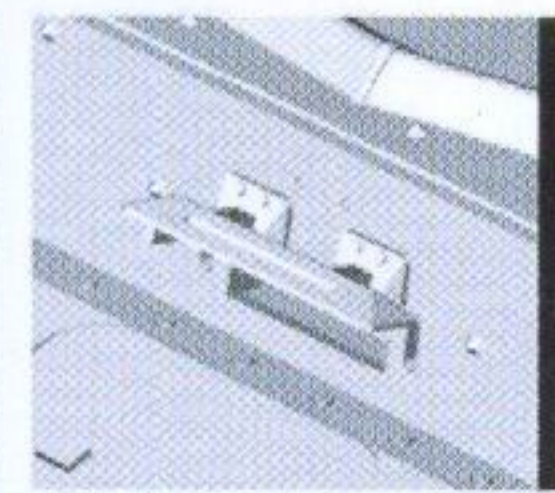
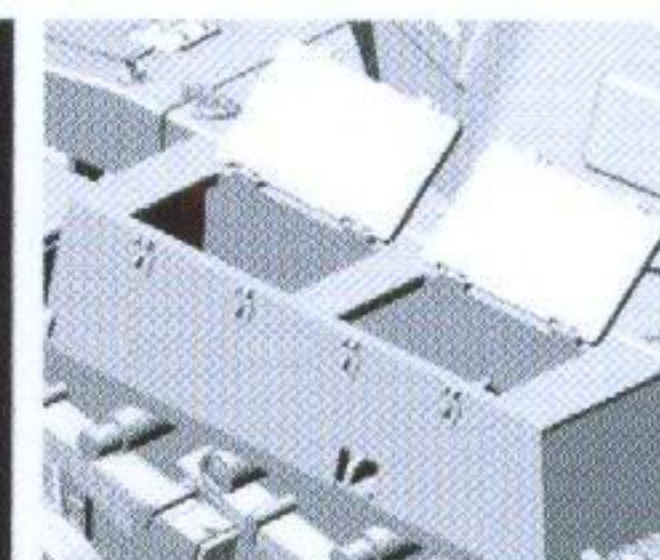
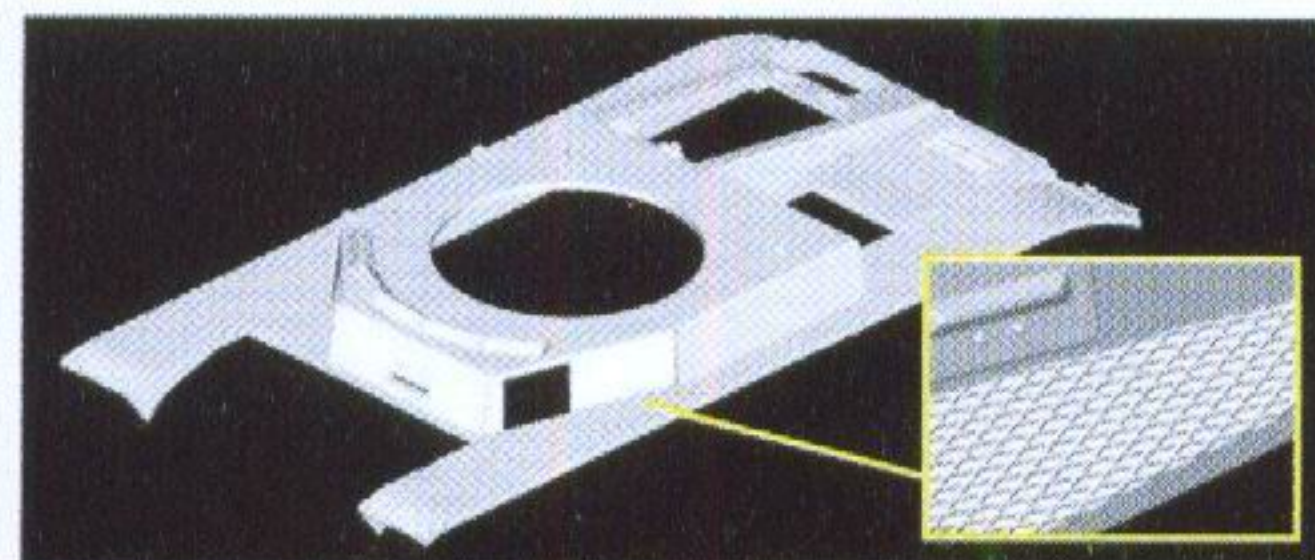
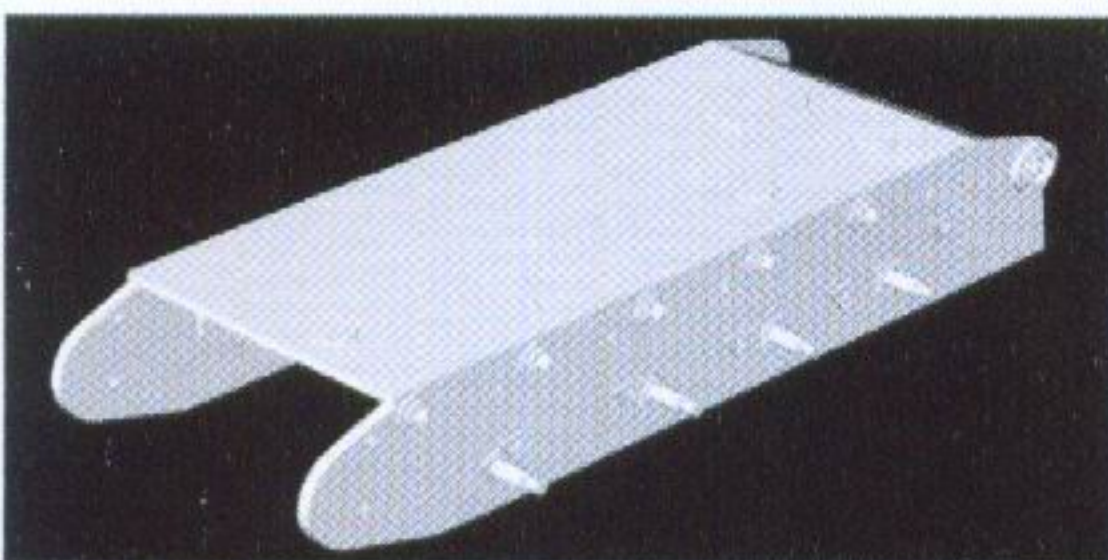
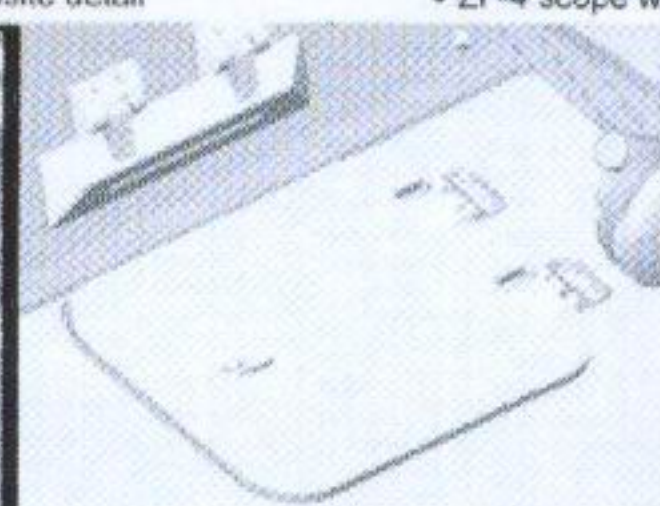
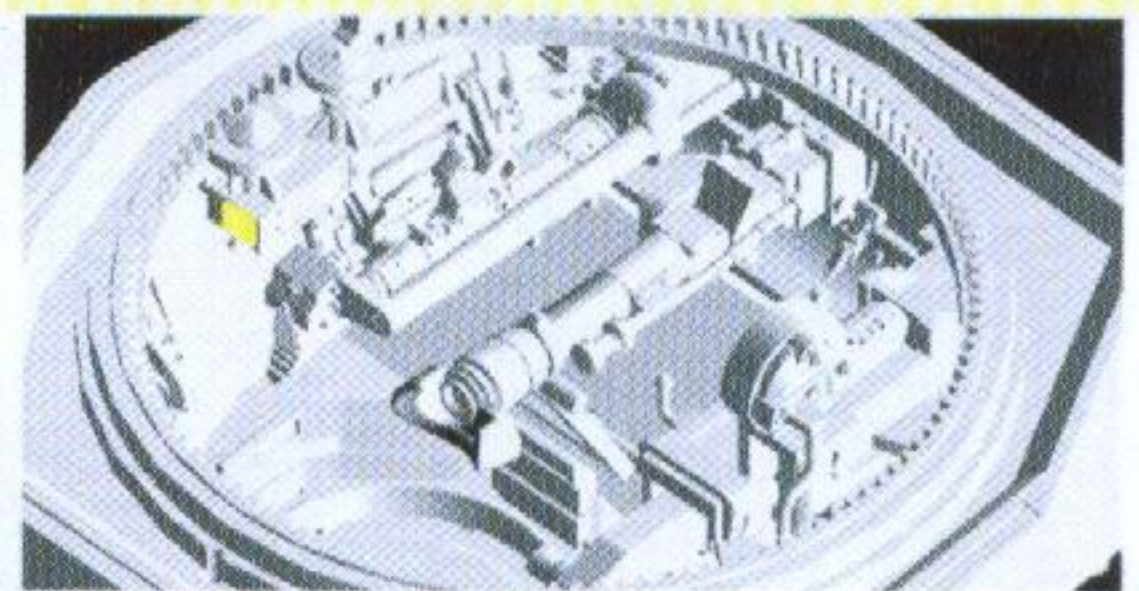
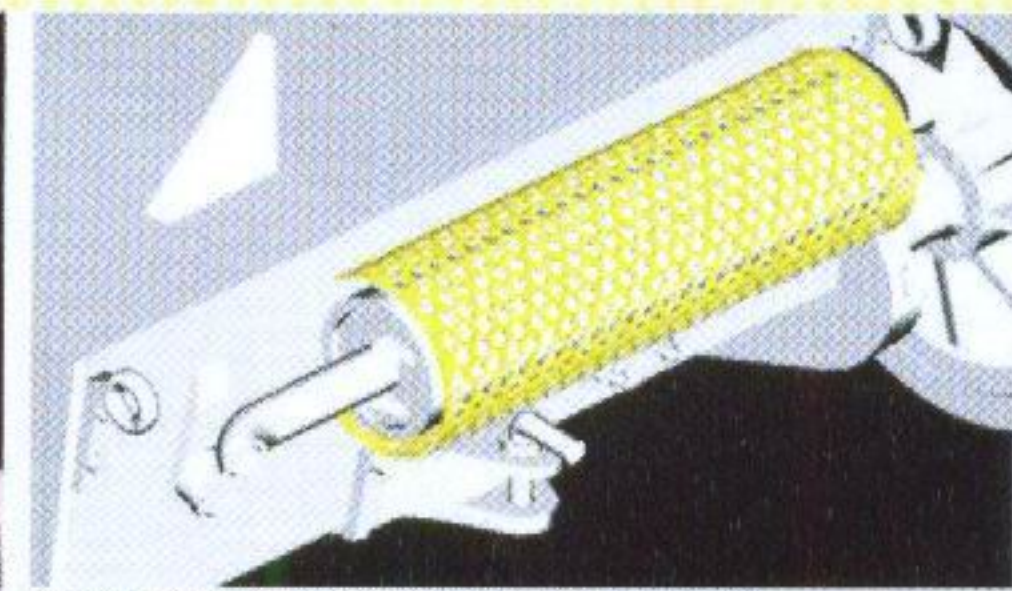
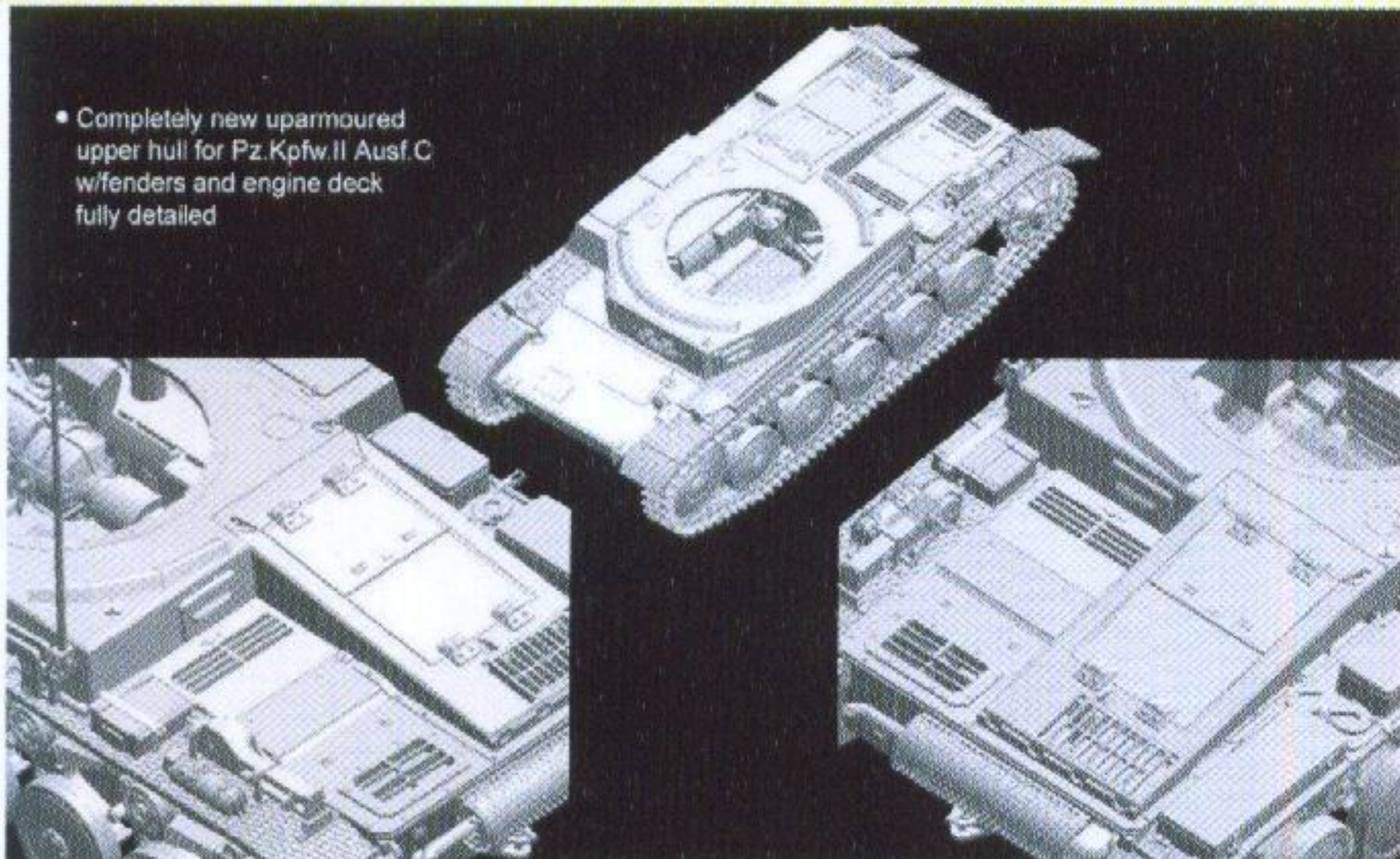
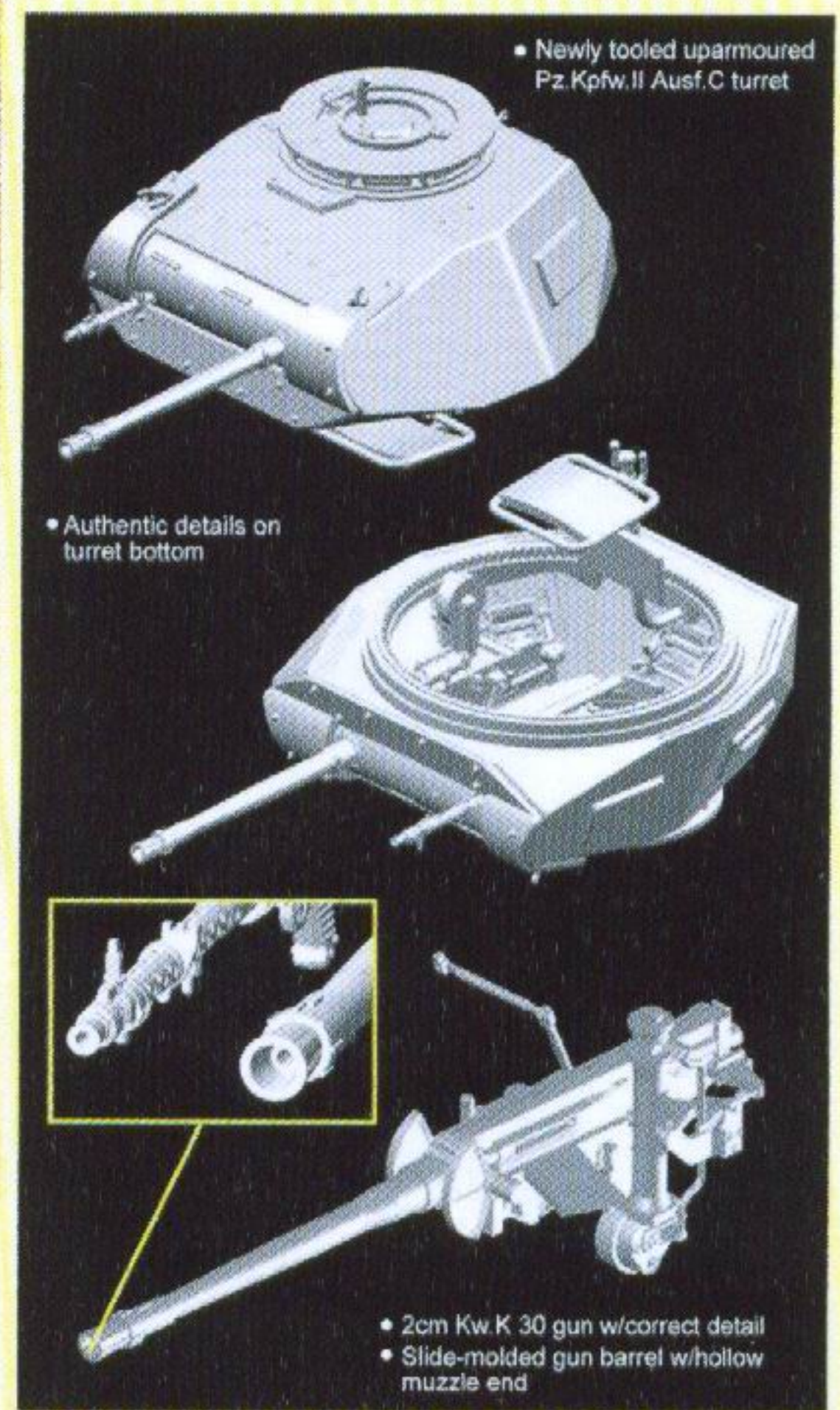
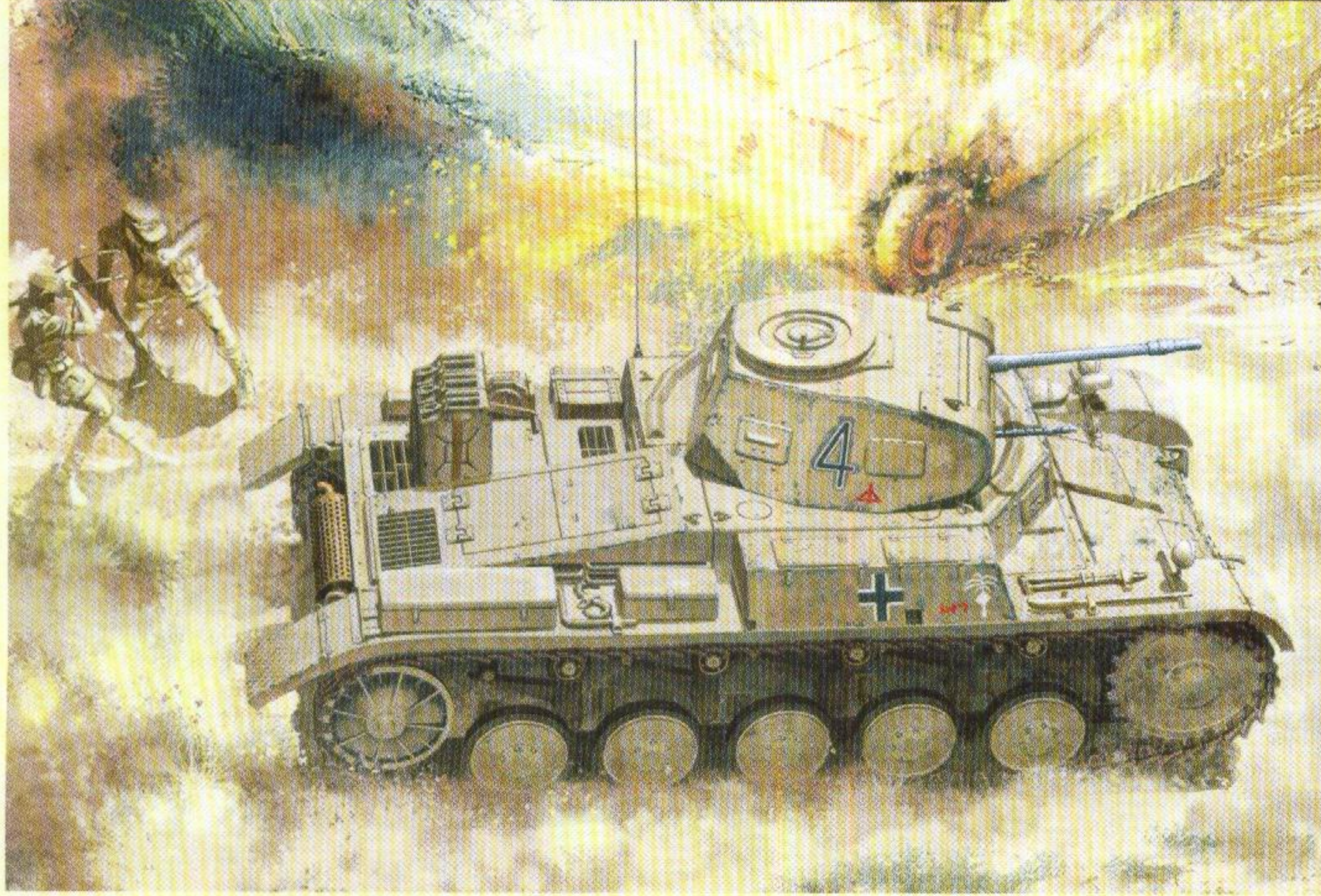
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ITALIAN MEDIUM TANK CARRO ARMATO M13/40

Item 35296

ITALIAN SELF-PROPELLED GUN SEMOVENTE M40

Item 35294



Italy's Desert Chariots

1/35 Scale Military Miniature Series

During the 1970s, the Carro Armato was the first Italian AFV model to be released in Tamiya's 1/35 MM Series and it was followed by the equally popular Semovente self-propelled gun. The choice of these two unique subjects for production as model kits caught many modelers by surprise and they became the focus of much attention. Tamiya has brought back these Italian AFVs and incorporated many refreshing improvements to enhance their scale accuracy. To ease construction, they now feature the same assembly-type tracks with one-piece straight sections as the highly-regarded 1/48 MM Series models while newly designed accessories and photo-etched parts have also been added. Each model comes with 1 Italian officer and 1 tank crew figure with realistic facial expressions, complete with rank insignia decals for their uniforms. These new details make the Carro Armato and Semovente great additions to a display of Axis and Allied AFVs from the North African front.

Officer and tank crew figures included.

Both models are 143mm in length.

M13/40 comes with a metal gun barrel.

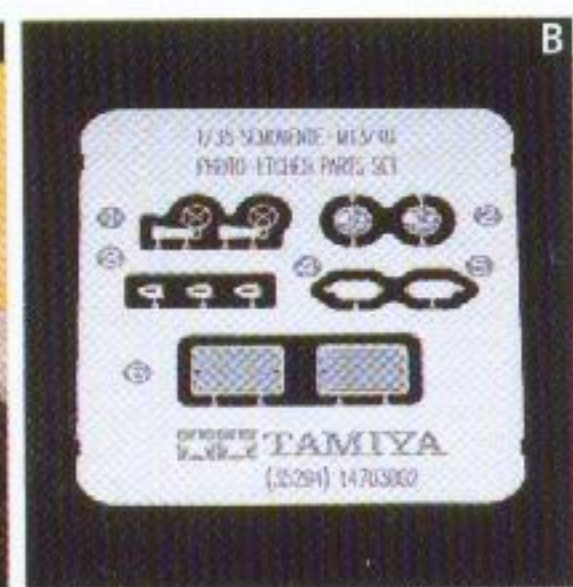
Decals are included to recreate rank insignias on figures.

Photo-etched parts for details such as machine gun sights.



Each comes with 3 types of markings.

Assembly-type tracks for easy construction.



A New parts depict tools, jack, and muffler covers to heighten the level of detail around the engine deck and radiator covers.

B Photo-etched parts are included to depict the anti-aircraft machine gun sights and number plates for an even more realistic finish.

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